



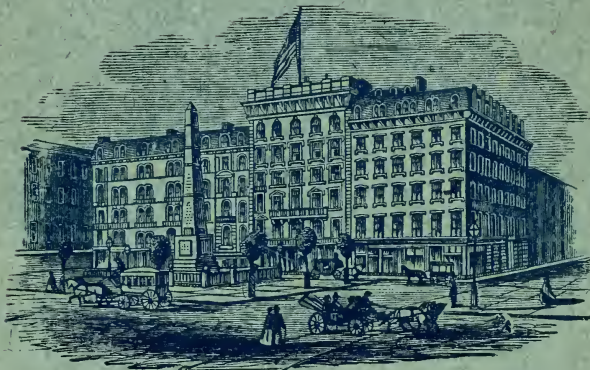
APPLETON'S
HAND BOOK
OF
American Cities.

WITH
Principal
ROUTES OF TRAVEL.



D. APPLETON & CO.
NEW YORK.

PRICE, FIFTY CENTS.



HOFFMAN HOUSE

AND RESTAURANT,

MADISON SQUARE,

New York.

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C. H. REED, Proprietor.

APPLETONS'

ILLUSTRATED HAND-BOOK

OF


AMERICAN CITIES;

COMPRISING THE

PRINCIPAL CITIES IN THE UNITED STATES AND CANADA,

WITH OUTLINES OF THROUGH ROUTES, AND RAILWAY MAPS.

NEW YORK:
D. APPLETON AND COMPANY,
549 & 551 BROADWAY.
1876.



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PREFACE.

THE main object that has been kept in view in the preparation of this "HAND-BOOK OF AMERICAN CITIES" has been to combine fullness and precision of information with the utmost attainable economy of space ; and to present the information in such a manner as to secure the greatest possible facility of consultation. Travelers who are accustomed to the profuseness and diffuseness of the ordinary guide-books may feel some natural distrust of a book which proposes to cover so wide a field in so small a compass ; but it is believed that practical trial will convince all who make it that the present work contains a larger amount and greater variety of that kind of information which is really useful to the tourist and sight-seer than many more voluminous and pretentious works. Its comparative smallness of dimension and consequent economy of price have been secured, not by omitting material facts, but by studiously excluding all superfluous and unimportant matter, and by a rigid condensation of style.

In order to make the book easy to consult at a moment's notice, a system of classification has been adopted, intelligible at a glance and uniform throughout the volume. It will be seen at once that the field of search for any particular structure or place of interest is thus greatly narrowed ; and the quest is further facilitated by distinguishing the object described from the description of it and from the rest of the text, by putting it either in *italics* or in **black letters**. No mention is made of anything which is not thought worth the traveler's attention ; but there are degrees of attractiveness even among noteworthy things, and this it is attempted to indicate by the relative typographical prominence accorded them. The objects and places whose names are printed in **black letters** are thus a selection from a selection ; or, to put it dogmatically, they indicate what *must* be seen as distinguished from what *may* be seen when time and disposition are propitious.

The illustrations follow the general line of the text, and have been selected with an eye rather to utility than to ornament. It is believed, however, that, as a whole, they will afford an adequate and trustworthy idea of American city architecture, and, in a lesser degree, of American scenery and engineering achievements.

Much care has been taken to make the HAND-BOOK accurate and fully up to date in its information ; but in dealing with so many and diverse facts it is probable that some errors have crept in, and that there are some omissions. The book will be kept standing in type and subjected to a thorough annual revision, and the editor will be grateful for any corrections or suggestions. Communications should be addressed to the EDITOR OF APPLETONS' HAND-BOOK OF AMERICAN CITIES, care of D. Appleton & Co., New York.

ABBREVIATIONS.

M., mile or miles ; sq. m., square miles ; ft., foot or feet ; hrs., hours ; r., right ; l., left ; cor., corner ; St., street ; Sts., streets ; Ave., avenue ; N., north ; S., south ; E., east ; W., west.

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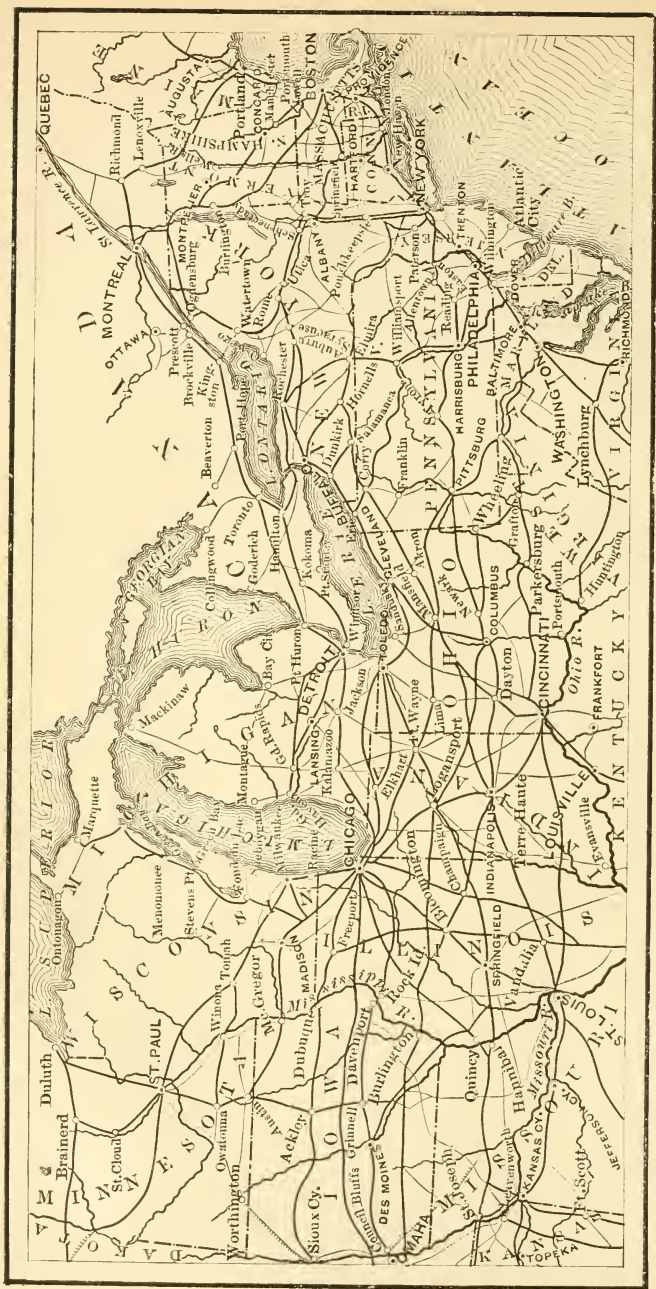
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Map of Principal Routes of Travel north of Washington, from Boston west to Omaha.

By turning to the description of any route in the text, and then looking on the map for the principal stations mentioned there, it will be easy to trace out any given line of travel.



Map of Principal Routes of Travel, south of Washington.

HINTS TO TRAVELERS.

RAILWAY-FARES, hotel-charges, etc., are, in most instances, given in the body of the **HAND-BOOK**, but a word or two may prove useful at the outset.

The cost of traveling by rail in America is from two to three cents per mile, in the Middle and Eastern States; it is somewhat higher South and West. Children under twelve years of age are generally charged half-price; those under five are passed free. Sleeping-coaches are run on all through-trains; from \$2 to \$3 per day (of 24 hours), in addition to the regular fare, is usually charged for them. The average speed on express trains is 30 miles an hour. Travel on steamboats is somewhat less expensive and less expeditious than by rail.

The charge at first-class hotels throughout the United States is from \$4 to \$4.50 a day, though good accommodations may be had at houses of the second class (\$2.50 to \$3.50 a day). A reduction is usually made on board by the week. The cost of meals while traveling may be estimated at from \$2 to \$3 per day. The best hotels in the various cities are designated in their proper places in the body of the **HAND-BOOK**; they are named in what the editor believes to be the order of their merit.

Travelers from abroad will understand that the present currency in the United States, with the exception of California, consists of U. S. Treasury notes (called "greenbacks") and National Bank bills. All prices are understood to be in this paper, which is now at a discount for gold of from 12 to 15 per cent. In California, gold and silver only are used. In Canada the currency is coin, or notes of the local banks, which are at par.

It is the custom in America to deliver baggage to a person known as the baggage-master, who will give in return a "check" for every piece, on presentation of which the baggage is delivered. Baggage may be checked over long routes in this way, and the traveler, no matter how many times he changes cars or vehicles, has no concern about it. The companies are responsible if the baggage should be injured or lost, the check being evidence of delivery into their hands. The traveler should first procure his ticket at the ticket-office, and then, proceeding to the baggage-car, or proper station of the baggage-master, have his trunks checked. Arriving at his destination, the check may be handed to the hotel-porter, always in waiting, who will procure the various articles and have them sent to the hotel.

It is not necessary to fee porters and waiters in the United States, as it is in Europe, but the practice has some slight and irregular observance. The traveler is free to do as he pleases in the matter.

In all large cities there are omnibuses at the station on the arrival of every train, which connect directly with the principal hotels. A small charge is made for this conveyance.

As regards outfit, it is important for the traveler that he should be dressed with sufficient warmth. Our American climate is very changeable, and the traveler had better suffer at noonday from too much clothing than expose himself at night, in storms, or to sudden changes of temperature, with too little. One should wear woolen underclothing, both summer and winter, and always have a shawl or extra wrapper of some kind at hand.

. In addition to the **HAND-BOOK OF CITIES**, the traveler will need a copy of **APPLETONS' RAILWAY GUIDE**, published semi-monthly, with time-tables corrected to date; price, twenty-five cents.

HAND-BOOK OF AMERICAN CITIES.

NEW YORK CITY.



New York from Brooklyn.

NEW YORK CITY, the commercial metropolis of the United States, and largest city of the Western Hemisphere, is situated at the mouth of the Hudson River on New York Bay, in latitude about 41° N., and longitude 71° W. It occupies the entire surface of Manhattan Island; Randall's, Ward's, and Blackwell's Islands in the East River; Bedloe's, Ellis's, and Governor's Islands in the Bay, occupied by the United States Government; and a portion of the mainland north of Manhattan Island, and separated from it by Harlem River and Spuyten Duyvel Creek. Its extreme length N. from the Battery is 16 m.; greatest width, from the Hudson to the mouth of Bronx River, $4\frac{1}{2}$ m.; area, nearly $41\frac{1}{2}$ sq. m., or 26,500 acres, of which 12,100 acres are on the mainland. Manhattan Island, on which the city proper stands, is $13\frac{1}{2}$ m. long, and varies in breadth from a few hundred yards to $2\frac{1}{4}$ m., having an area of nearly 22 sq. m., or 14,000 acres, to which the islands in the East River add 400 more. The older portion of the city below 14th St. is somewhat irregularly laid out. The plan of the upper part includes avenues running N. to the boundary of the island, and streets running across them at right angles from river to river. The avenues are numbered from the E to 12th Avenue; E. of the 1st Avenue in the widest part of the city are Avenues A, B, C, and D. Above 21st St., between 3d and 4th Avenues, is Lexington Avenue, and above 23d St., between 4th and 5th Avenues, Madison Avenue; 6th and 7th Avenues are intersected by Central Park. The streets are numbered consecutively N. to 225th St., at the end of the island; 21 blocks, including streets, average a mile. The numbers on the avenues run N.; those on the streets run E. and W. from 5th Avenue. The city is compactly built to Central Park, about 5 m. from the Battery, and on the E. side for the most part to Harlem, $3\frac{1}{2}$ m. farther. Manhattanville (8 m.), and Carmansville (10 m.) on the W. side, are populous villages. At *Fort Washington* and above are many handsome country residences. Distances are calculated from City Hall.

The harbor of New York is one of the finest and most picturesque in the world. The outer bar is at Sandy Hook, 18 m. from the Battery, and is crossed by two ship-channels, either of which admits vessels of the heaviest draught. As the steamer from abroad enters the Bay from the sea, and sails through the Narrows, between the villa-crowned shores of Staten and Long Islands, on the l. are seen the massive battlements of **Fort Richmond** and **Fort Tompkins**; while opposite, on the Long

Island shore, are **Fort Hamilton** and old *Fort Lafayette*, the latter more famous as a political prison than as a fortress. Passing amid these imposing fortifications, the panorama of harbor and city is rapidly unfolded. To the l. is *Bedloe's Island*, a mere bank holding a fort; another island fort (Ellis's Island) stands still farther toward the Jersey shore; and to the r. is Governor's Island, with old **Fort Columbus**. Directly ahead, the city opens majestically to the view, with Brooklyn on the r., and Jersey City on the l.

The authentic history of New York begins with the visit of Hendrick Hudson, an Englishman in the service of the Dutch East India Company, who arrived at the site of the present city, Sept. 3, 1609. He afterward ascended the river as far as the site of Albany, and claimed the land by right of discovery as an appanage of Holland. In 1614 a Dutch colony came over and began a settlement. At the close of that year the future metropolis consisted of a small fort (on the site of the present Bowling Green) and four houses, and was known as New Amsterdam. As late as 1648 it contained but 1,000 inhabitants. In 1664 it was surrendered to the British, and, passing into the hands of the Duke of York, was thenceforward called New York. In 1667 the city contained 384 houses. In 1700 the population had increased to about 6,000. In 1696 Trinity Church was founded. In 1711 a slave-market was established in Wall Street; and in 1725 the *New York Gazette* was started. The American army under Washington occupied the city in 1776; but after the battles of Long Island and Harlem Heights, it was captured by the British forces, and remained their headquarters for 7 years. The British troops evacuated the city Nov. 25, 1783. Within ten years after the War of Independence, New York had doubled its population. In 1807 the first steamboat was put on the Hudson; the completion of the Erie Canal followed in 1825; and since that time the growth of the city has been rapid. Its population in 1800, was 60,489; it was 123,706 in 1820, 312,710 in 1840, 515,847 in 1850, 812,869 in 1860, and 942,377 in 1870. It is estimated that there are 1,500,000 persons in New York at noon on every secular day. Commerce and industry have kept pace with the population. In 1870 there arrived at this port 14,587 vessels from the American coast, and 4,688 from foreign ports. In 1874 the imports were \$395,133,622, and the exports \$354,699,732. More than half the foreign commerce of the United States is carried on through the customs district of which this is the port, and about two-thirds of the duties are here collected, the whole amount for the year ending June 30, 1874, being \$160,522,284.63, of which \$109,549,790.79 was collected in the New York district. The manufactures of New York, though secondary in importance to its commercial and mercantile interests, are varied and extensive. In the value of products, according to the census of 1870, it is the first city in the Union, though surpassed by Philadelphia in the value of materials used, amount of capital invested, and number of establishments. The whole number of manufacturing establishments in 1870 was 7,624, employing 129,577 hands, and producing goods valued at \$332,951,520.

Hotels, Restaurants, and Clubs.—Of the hotels conducted on the regular or American plan, the best are: the *Windsor*, a new and elegantly-appointed house, cor. 5th Avenue and 46th St.; the *Fifth Avenue*, an immense marble building in 5th Avenue fronting Madison Square; the *St. Nicholas*, another marble structure in Broadway between Spring and Prince Sts.; the *Metropolitan*, a capacious brownstone building at Broadway and Prince St.; the *Grand Central*, a lofty building on Broadway opposite Bond St.; and the *New York*, a plain brick structure occupying an entire block in Broadway between Washington Place and Waverley Place. The prices at these range from \$3.50 per day at the Grand Central and New York to \$5 per day at the Windsor and Fifth Avenue. Of the hotels conducted on the European plan, among the best are: the *Grand Hotel* (cor. Broadway and 31st St.); the *Gilsey House* (cor. Broadway and 29th St.); the *Hoffman House* (cor. Broadway and 24th St.); the *St. Cloud* (cor. Broadway and 42d St.); the *Buckingham* (cor. 5th Avenue and 50th St.); the *Westminster* (cor. Irving Place and 16th St.), the *Clarendon* (cor. 4th Avenue and 18th St.); the *Everett House* (cor. 4th Avenue and 17th St.); the *Brevoort* (cor. 5th Avenue and 8th St.); and the famous old *Astor House* in Broadway opposite the Post-Office. The charges for rooms range from \$1 to \$3

per day, with meals *à la carte* in the house or elsewhere. Among the cheaper hotels, frequented by business men, the more desirable are the *Merchants'*, *Western*, *Cosmopolitan*, *French's*, *Leggett's*, *Sweeney's*, and *Park*, all situated in the lower portion of the city. There are upward of 150 other hotels of all grades; and board and lodging may be obtained at boarding-houses in all parts of the city at from \$8 to \$15 per week, for which consult advertisements in *New York Herald*.

There are numerous restaurants in all the principal streets. *Delmonico's*, cor. 5th Avenue and 14th St., is one of the best dining-places in the world, and is famous for its elaborate dinners. The *Café Brunswick*, cor. 26th St. and 5th Avenue; the *Hoffman House*, cor. 24th St. and Broadway; *Lauch's*, 864 Broadway; *Clark's*, cor. Broadway and 13th St.; *Bigot's*, 14th St., Union Square; *St. Denis*, cor. Broadway and 11th St.; and the *Metropolitan*, cor. Broadway and Prince, are all of excellent repute, and places where ladies or families may dine. *Delmonico's*, at the corner of Broadway and Chambers St.; *Mouquin's*, Ann St., near Nassau St.; and the *Astor House*, are first-class restaurants for gentlemen. There are a number of restaurants where excellent *table-d'hôte* dinners may be got from 5 to 6 p. m., for from 75 c. to \$1, the latter price usually including wine; of these we may mention *Phillippe's*, 19 University Place; *Jacques's*, 54 W. 11th St.; *University Hotel*, University Place—all near Broadway. There are English chop-houses, so called, where a first-rate grill may be obtained, of which "*Old Tom's*," Thames St. (near rear of Trinity Church), *Farrish's*, 64 John St., *Black's* (Manhattan Lunch), 493 Broadway, and the *De Soto*, Bleecker St., just E. of Broadway, are noted.

The most prominent city Clubs are the *Century*, 109 E. 15th St.; the *Knickerbocker*, 249 5th Avenue; the *Manhattan*, 96 5th Avenue; the *Union League*, cor. Madison Avenue and E. 26th St.; the *Travellers'*, 222 5th Avenue; the *Union*, cor. 5th Avenue and W. 21st St.; the *Germanic*, W. 42d St.; and the *Lotos*, in Irving Place. Admission to these is obtained only by introduction by a member.

Depots.—The *Grand Central Depot*, in 42d St., between 4th and Madison Ave-



Grand Central Depot.

nues, is the largest and finest in the country, and is used by most passenger-trains of the New York Central and Hudson R. R., and by the New York and Harlem and New York and New Haven Railroads. It is built of brick, stone, and iron, and cost nearly \$2,250,000. It is 692 ft. long, and 240 ft. wide, and is surmounted

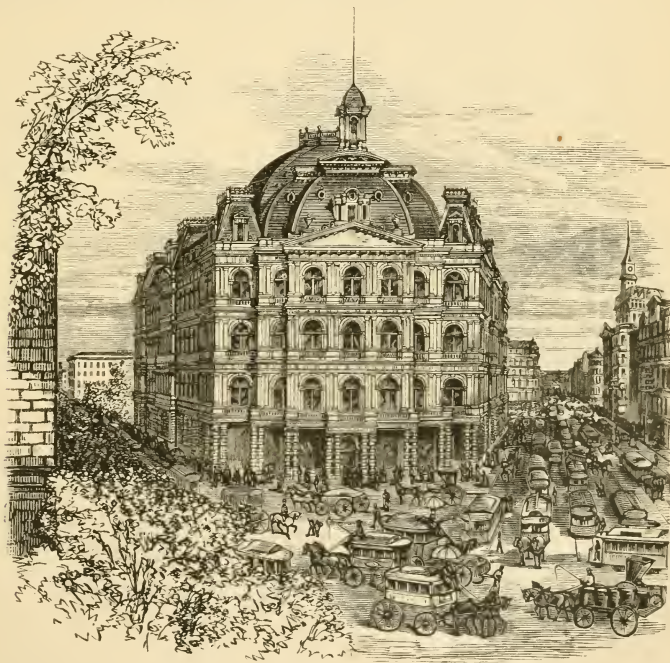
by several Louvre domes. It covers 66½ city lots, and, besides containing waiting and baggage rooms and offices, admits 150 cars. The depot of the *Pennsylvania R. R.* is reached by ferries from foot of Desbrosses and Cortlandt Sts.; the *Erie* from foot of Chambers and of 23d Sts.; the *Midland*, same as Pennsylvania; the *Morris & Essex* from Barclay and Christopher Sts.; the *Jersey Central* from foot of Liberty St.; the *Long Island* from James Slip and 34th St.; the *South Side* from Roosevelt and Grand Sts.; and the *Flushing* from James Slip.

Modes of Conveyance.—Within the city proper are *omnibuses*, *hackney* and *livery coaches*, *horse-cars*, and, to the more remote portions, *steam-cars*. The hackney-coaches have stands in different parts of the city, and attend the arrival of every train and steamboat. A tariff of fares is or ought to be hung in each carriage, but the drivers frequently try to practise extortion. In such cases, appeal should be made to the first policeman who may be seen. Disputed questions as to time, distance, or price, must be settled at the Mayor's office (City Hall). The legal rates are, for 1 passenger for a distance of 1 mile or less, 50 c.; for 1 passenger for more than 1 m. and less than 2 m., 75 c.; for each additional passenger, 37½ c.; by the hour, stopping as often as may be required, \$1. Children between 2 and 14 years of age pay half-price. The principal hotels have carriages in waiting for the use of guests; the rates are higher than those of the public carriages. The omnibuses start from South, Wall St., and Fulton Ferries, running up Broadway as far as 23d St., whence one line diverges W. to Hudson R. R. station at 30th St. and 9th Avenue; another up Madison Avenue to Grand Central Depot; another up 5th Avenue. Fare, 10 c. The principal horse-car lines start from the vicinity of the Astor House, and traverse the city from end to end. Besides these, there are several cross-town lines running from river to river. Fare on most of the lines, 5 c. The *Elevated Railway* runs from the Battery to Central Park at 59th St. The track is supported by iron pillars, and the cars are luxurious, and drawn by small locomotives. Fare, 10 c. Numerous ferries connect New York with Brooklyn, Jersey City, and adjacent towns and villages. (See BROOKLYN.)

Streets, Avenues, and Drives.—Broadway is the great central thoroughfare of the city. It is 80 ft. wide, and upon it are most of the principal hotels, banks, insurance offices, and great retail stores. It runs N. from the Battery, bending toward the W. above 10th St., and after crossing 5th, 6th, and 7th Avenues, terminates at 59th St. and 8th Avenue. **Wall Street**, less than half a mile long, running from Broadway opposite Trinity Church to the East River, is the monetary centre of the country. It contains the custom-house, United States sub-treasury and assay office, and many of the principal banks and banking firms, housed in large and handsome buildings. On the E. side of the city the principal thoroughfare is the **Bowery**, a very wide street, with its continuation, 3d Avenue; and on the W. side **Hudson Street** and 8th Avenue. **Fifth Avenue** is the favorite promenade; it contains many fine churches, but is chiefly noted for its handsome private residences, to which it is almost exclusively devoted. **Madison Avenue** is scarcely inferior in the elegance of its buildings, and nearly all the cross-streets from 23d to 42d St. present fine examples of the prevailing domestic architecture. **Park Avenue** (which includes that part of 4th Avenue lying between 34th and 40th Sts.) is 140 ft. wide, is bordered by handsome residences, and is divided in the centre by a row of beautiful little parks, surrounding the openings of the railroad-tunnel. The favorite drives outside of Central Park are the Boulevard, St. Nicholas Avenue, and 6th and 7th Avenues above the park. The **Boulevard** commences at 59th St. and 8th Avenue, and terminates at 155th St., following for the most part the line of the old Bloomingdale Road, the continuation of Broadway, and coinciding above 107th St. with 11th Avenue; it is 150 ft. wide, and below 128th St. is divided in the centre by a series of little parks. **St. Nicholas Avenue**, 100 ft. wide, runs diagonally along the former Harlem Lane from the upper side of Central Park at 6th Avenue and 110th St. to 155th St., whence its continuation is the Kingsbridge Road.

Objects of Antiquarian Interest.—Standing on the sea-verge of the Battery is a curious round structure which is now known as *Castle Garden*, but which was originally built in 1807 as a fortress ("Castle Clinton"). It was ceded to the city

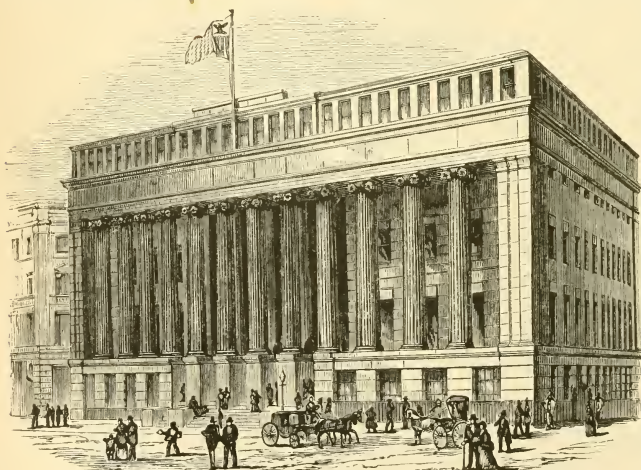
in 1823, and was the scene of the civic receptions of the Marquis de Lafayette, General Jackson, President Tyler, and others. Subsequently it became an opera-house, and here Jenny Lind, Sontag, Mario, etc., made their appearance. The building is now used as a depot for immigrants, and is the chief receiving and distributing reservoir of the great tide of immigration from Europe. *Bowling Green*, the cradle of New York, is just N. of the Battery; in the times of the Dutch it was the court end of the town, and was surrounded by the best houses. The row of six buildings facing the Green on the S. cover the site of the old Dutch and English forts. The *Kennedy House*, No. 1 Broadway, named after the Hon. Archibald Kennedy, then collector of the port, who built it in 1760, is one of the most interesting relics now left standing. In colonial times it was the heart of the highest fashion in the colony, having been successively the residence and headquarters of Lords Cornwallis and Howe, General (Sir Henry) Clinton, and General Washington; Talleyrand also lived there during his stay in this country. Arnold occupied No. 5 Broadway, and in Clinton's headquarters his treasonable projects were concerted. Fulton died in a room in the present Washington Hotel, No. 1 Marketfield St. It was then (1815) used as a boarding-house. Washington's farewell interview with his officers took place at France's Tavern, cor. of Pearl and Broad Sts., long since removed. Where the Mechanics' Bank now stands, S. side of Wall St., between Broad and William Sts., Hamilton wrote the "Federalist." The old *Walton House*, No. 326 Pearl St., erected by Walton in 1754, is one of the few old structures remaining in the city. The old churches, etc., are spoken of elsewhere.



Post-Office.

Public and Prominent Buildings.—Occupying the southern extremity of City Hall Park, opposite the Astor House, is the new **Post-Office**, an imposing building of Doric and Renaissance architecture, four stories high, besides a Mansard roof, and surmounted by several Louvre domes, with a front of 279 ft. toward the Park, and of 144 ft. toward the S., and two equal façades of 262½ ft. on Broadway and Park

Row. The walls are of granite, and the building is fire-proof. It cost between \$6,000,000 and \$7,000,000, and was occupied in 1875. The upper floors are for the U. S. Courts. The *City Hall*, in the Park, N. of the Post-Office, is a handsome structure in the Italian style, three stories high, with front and ends of white marble, and rear of brownstone. It is 216 ft. long by 105 ft. deep, with Ionic, Corinthian, and composite pilasters lining its front, and surmounted by a cupola containing a four-dial clock, which is illuminated at night by gas. It was erected from 1803 to 1812, at a cost of more than \$500,000, and is occupied by the Mayor, Common Council, and other public officers. The Governor's Room, in the second story, contains the writing-desk on which Washington wrote his first message to Congress, the chairs used by the first Congress, the chair in which Washington was inaugurated first President, and a number of portraits of American worthies, mostly by eminent artists. It has also a very fine portrait of Columbus. N. of the City Hall is the new **Court-House**, which was commenced in 1861, and has been occupied since 1867, but it is not yet completed. It is a massive edifice in the Corinthian style, three stories high, 250 ft. long and 150 wide, and the crown of the dome is to be 210 ft. above the sidewalk; the walls are of white marble; the beams, staircases, etc., are of iron; while black walnut and choice Georgia pine are employed in the interior decoration. The main entrance on Chambers St. is reached by a flight of 30 broad steps, which are ornamented with massive marble columns. The cost of the building and furniture was over \$12,000,000, the result of the notorious "Ring frauds," of which it was the instrument. The **Tombs** is a granite prison occupying the entire block bounded by Centre, Leonard, Elm, and Franklin Sts. It is pure Egyptian in architecture, and the entrance on Centre St. is imposing if gloomy. Another building in the Egyptian style is the *Distributing Reservoir* of the Croton Aqueduct, 5th Avenue, 40th to 42d St. The **Custom-House**, Wall St., cor. William, was built in 1835 as the Merchants' Exchange, and is famous for the great granite plinths of the columns that support the pediment of the front elevation. It has



Custom-House.

a depth of 200 ft., a frontage of 144 ft., and a rear breadth of 171 ft. Its height to the top of the central dome is 124 ft. Beneath this dome, in the interior of the building, is the Rotunda, around the sides of which are eight lofty columns of Italian marble, the superb Corinthian capitals of which were carved in Italy. They support the base of the dome, and are probably the largest and noblest marble columns in the country. The **U. S. Sub-Treasury**, formerly the Custom-House, is a white-marble building at the cor. of Wall and Nassau Sts. It is a fine specimen of Doric architecture, and is 200 ft. long, 80 ft. wide, and 80 ft. high. The main entrance on Wall St. is reached by a flight of 18 marble steps, and in the interior is a Rotunda 60 ft. in diameter, and surrounded by 16 Corinthian columns. The old Federal Hall used to stand on this site, and the spot is classic as that whereon Washington delivered his inaugural address. Just opposite is the handsome

blest marble columns in the country. The **U. S. Sub-Treasury**, formerly the Custom-House, is a white-marble building at the cor. of Wall and Nassau Sts. It is a fine specimen of Doric architecture, and is 200 ft. long, 80 ft. wide, and 80 ft. high. The main entrance on Wall St. is reached by a flight of 18 marble steps, and in the interior is a Rotunda 60 ft. in diameter, and surrounded by 16 Corinthian columns. The old Federal Hall used to stand on this site, and the spot is classic as that whereon Washington delivered his inaugural address. Just opposite is the handsome

Drexel Building, in the Renaissance style, and a little farther S. on Broad St. are the *Stock Exchange* and *Gold Room*. The *Corn Exchange*, located at the upper end of Whitehall St., is a handsome brick building.

Commencing at Wall St. (whither our visit to the Sub-Treasury, etc., has brought us) a saunter up Broadway, the building of the *Equitable Life Insurance Co.*, at the corner of Cedar St., first attracts attention. It is of granite, in mingled Doric and Renaissance style, and is probably the most solid and substantial structure in the city. It has a frontage of 87 ft., a depth of 200, and a height of 137. Just above, at the corner of Liberty St., is the six-story building of the *American Bank Note Co.*, surmounted by a tower containing a clock; and on the other side of Broadway, at the corner of Dey St., is the new building of the *Western Union Telegraph Co.*, ten stories high (including three in the roof), with a clock-tower 230 ft. high. On the corner of Fulton St. is the *Evening Post* building; and farther up and adjoining each other, between Fulton and Ann Sts., are the *Park Bank* and *New York Herald* buildings, both of white marble, and occupying the site of Barnum's Museum (burned in 1865). St. Paul's Church, on the other side of the way, will be mentioned further on, and the Astor House, Post-Office, City Hall, and Court-House, all of which are clustered in this vicinity, have already been described. E. of the City Hall Park is *Printing-House Square*, where are the offices of most of the daily and many weekly papers. Fronting the square on the E. is the new *Tribune Building*, the loftiest on the island, and the largest and best-appointed newspaper-office in the world. It is composite in style, built of red pressed brick, granite, and iron, is absolutely fire-proof, and has a clock-tower 285 ft. high, with four dials. On the N. is the handsome granite building of the *Staats-Zeitung*, with statues of Gutenberg and Franklin above the portal. A bronze statue of Franklin, of heroic size, stands in the square at its southern end. A few squares E., on Franklin Square, is the immense publishing-house of the Harpers. At the cor. of Chambers St., on Broadway, is the great marble building devoted to A. T. Stewart's wholesale trade; it stands on the site of one of the principal forts erected by the British for the defense of the city during the Revolution. Farther up, on the cor. of Leonard St., is the beautiful building of the *New York Life Insurance Co.*, of pure white marble, in the Ionic style; and opposite is the fine building of the *Globe Mutual Life Insurance Co.* Crossing Canal St., once the bed of a rivulet, a succession of handsome buildings present themselves on either side of the way, among them the St. Nicholas and Metropolitan Hotels, previously mentioned, and the publishing-house of D. Appleton & Co. At the cor. of Bond St. is the handsome building of Brooks Brothers, of red brick trimmed with light-colored stone; and a little to the E., on Bond St., stands the *American Watch Company's* building. *Stewart's Retail Store* is of iron painted white, is five stories high, and occupies the entire block between 9th and 10th Sts. and Broadway and 4th Avenue. The interior is tastefully decorated. At *Grace Church*, on the block above, Broadway turns slightly toward the L., and on the inner angle stands the five-story building of the *Methodist Book Concern* (publishing-house). On the cor. of 14th St. is the iron building of the *Domestic Sewing Machine Co.*, eight stories high, and very florid in style; and above Union Square, on the cor. of Broadway and 19th St., is Arnold, Constable & Co.'s dry-goods store, and on the square above is Lord & Taylor's handsome store. In Bleeker St., just E. of Broadway, is the N. Y. Savings Bank, a very handsome white-marble structure. The *Stevens House*, at the cor. of 5th Avenue and 28th St., is a lofty and picturesque pile. The *Dry Dock Savings Bank*, at the cor. of 6th St. and 3d. Avenue, is very noticeable.

The *Masonic Temple*, of granite, five stories high, on the cor. of 23d St. and 6th Avenue, is 100 by 140 ft., with a dome 50 ft. square, rising 155 ft. above the pavement. It contains several fine rooms, and the Grand Lodge Hall, 84 by 90 ft., and 30 ft. high, will seat 1,200 persons. *Stewart's Palace*, as it is called, on the cor. of 5th Avenue and 34th St., is the finest private residence in America. It is of white marble, three stories high, besides basement and Mansard roof, and cost \$3,000,000. A fine gallery of paintings is one of its chief attractions. Well worth visiting, especially on Saturday morning, is *Washington Market*, at the foot of Fulton St., on the Hudson River. Externally, it is a collection of unsightly sheds, but

within it presents an unequaled display of fruits, vegetables, meats, and fish, and every variety of market produce. **Manhattan Market**, at the foot of 34th St.,



Masonic Temple.

Booth's Theatre, cor. 23d St. and 6th Avenue, is a handsome and capacious edifice, built of Concord granite in the Renaissance style. The interior decorations are very fine. Usual entertainment—classical drama. The *Grand Opera-House*, cor. 23d St. and 8th Avenue, is one of the handsomest buildings in the city, but it is seldom used except for melodrama and spectacular pieces. *Wallack's Theatre*, cor. Broadway and 13th St., is devoted to comedy; the company is always good, and the plays are mounted with great care. The *Union Square Theatre* (in Union Square, between Broadway and 4th Avenue), and the *Fifth Avenue Theatre* (in W. 28th St., a few doors from Broadway), are small but fashionable theatres, in which light comedy is usually exhibited. Other theatres devoted to no special class of entertainment are: *Niblo's Garden*, Broadway near Prince St.; the *Lyceum Theatre*, 14th St., a few doors W. of 6th Avenue; *Olympic Theatre*, 622 Broadway; *Park Theatre*, Broadway between 21st and 22d Sts.; *Wood's Museum*, Broadway near 30th St.; and *Eagle Theatre*, 6th Avenue, near 32d St. The *Bowery Theatre*, Bowery near Canal St., presents popular melodrama of the most pronounced type; and the *Metropolitan Theatre*, Broadway opposite the Metropolitan Hotel, and the *Theatre Comique*, Broadway near Grand St., are devoted to varieties. The *Stadt-Theater*, Bowery near Grand St., produces German dramas and operas. *Steinway Hall*, 14th St. near Broadway,

North River, is one of the largest structures of the kind in the world. It faces four streets, and is directly on the water-front, with a sufficient depth of water to float the largest steamers. It is built of red pressed brick, iron, and glass, in the Lombardian style, and is 800 by 200 ft. in size; immediately adjoining is a magnificent plaza capable of accommodating 500 farm-wagons.

Theatres and Places of Amusement.—The *Academy of Music*, 14th St. cor. Irving Place, a short distance E. of Broadway, is the home of Italian opera in New York, and is also used for balls and large public gatherings; the auditorium is handsomely decorated in crimson and gold.

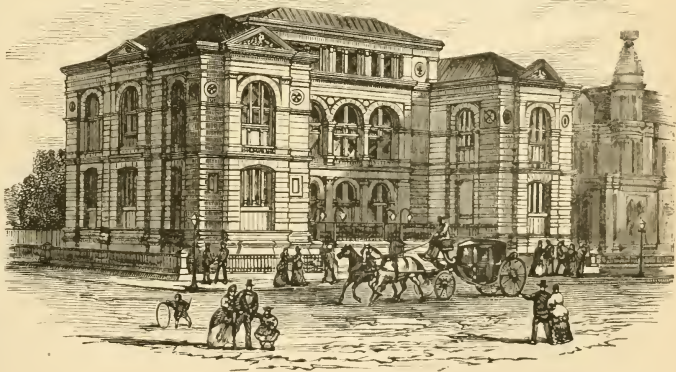


Booth's Theatre.

and *Chickering Hall*, cor. 5th Avenue and 18th St., are the principal concert-halls. The *Central Park Garden* is a large frame-building, with promenade or "garden" in the rear, at the Central Park terminus of the 7th Avenue R. R. Here during the summer Theodore Thomas's orchestra gives musical entertainments of the highest order.

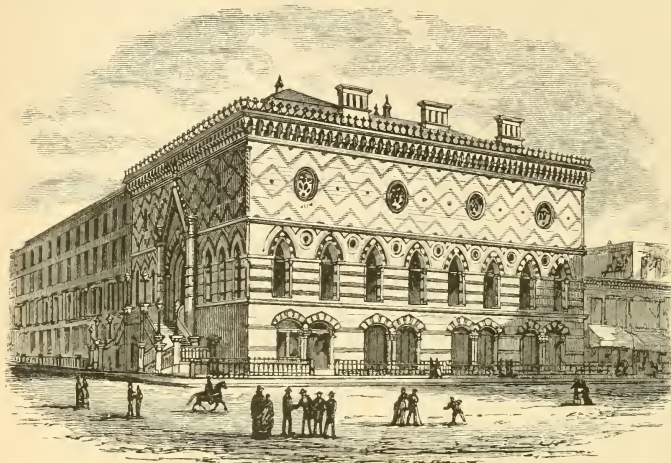
Still another class of places of amusement is that known as "Gardens," of which the *Atlantic Garden*, adjoining the Bowery Theatre, is the best known. It is a great hall where, in the evening several thousand Germans come with their families to drink beer and smoke, and listen to well-executed vocal and instrumental music. As a rule, however, the Gardens are located in the upper part of the city, in Hoboken, and in Jersey City; among them are the *Lion Park Garden*, on 8th Avenue; *Jones's Wood*, on the East River, reached by 2d or 3d Avenue cars to 68th St.; *Lanman's Park*, on 3d Avenue near 80th St.; *Terrace Garden*, 3d Avenue and 58th St.; and *Funke's Park*, foot of 67th St., East River.

Libraries and Art-Galleries.—There are twelve public libraries in the city, namely, the *Apprentices'*, 472 Broadway, open from 8 A. M. to 9 P. M.; the *Astor*, Lafayette Place near Astor Place, open from 9 A. M. to 5 P. M.; the *City*, 12 City Hall, open from 10 A. M. to 4 P. M.; the *Cooper Union*, in Cooper Institute, open from 8 A. M. to 10 P. M.; the *Library of the American Institute*, in Cooper Institute, open from 9 A. M. to 9 P. M.; the *Mercantile*, Astor Place near Broadway, open from 8 A. M. to 9 P. M.; *Historical Society*, 2d Avenue cor. E. 11th St., open from 9 A. M. to 9 P. M.; the *Law Institute*, 41 Chambers St., open from 9 A. M. to 5 P. M.; the *New York Society*, 67 University Place, open from 8 A. M. to 6 P. M.; the *Printers'*, 3 Chambers St., open every Saturday evening; the *Woman's*, 44 Franklin St., open from 9 A. M. to 4 P. M.; and the *Young Men's Christian Association*, 161 5th Avenue, 4th Avenue cor. 23d St., 3d Avenue cor. E. 122d St., 285 Hudson St., 69 Ludlow St., and 97 Wooster St., all open from 8 A. M. to 10 P. M. The *Astor Library* occupies a plain but substantial building of brick in the Romanesque style. It was founded by John Jacob Astor, who endowed it with \$400,000, to which additions were made by his son William B. Astor. It contains 148,000 volumes, and is complete in many special departments of study. The *Mercantile Library* extends from Astor Place to Eighth St. near Broadway; it contains over 145,000 volumes, and has an excellent reading-room, to which strangers are admitted on introduction by a member. The *Lenox Library* (free), founded by James Lenox, was chartered in 1870; it is in a splendid building of Lockport limestone, erected by Mr. Lenox, occupying the entire 5th Avenue front between 70th and 71st Sts., facing Central Park; but the library has not yet been opened. It is to receive, besides other valuable donations, "the collection of manuscripts, printed books, engravings and maps, statuary, paintings, drawings, and other works of art," made by the founder, and is particularly rich in early American history, Biblical bibliography, and Elizabethan literature.



Lenox Library.

The **Metropolitan Museum of Art**, 128 W. 14th St., has a fine collection of paintings by the old masters, and usually has on exhibition other collections left on loan by the wealthy *virtuosi* of the city, including many fine pictures by American painters, statuary, pottery and porcelain ware, arms and armor, coins and medals, antique and mediæval curiosities, and various articles of *virtu*. It also contains the famous *Cesnola Collection* of Cypriote antiquities. On Mondays, admission to the



National Academy of Design.

Museum is free; on other days, 25 c. A new and handsome building for the Museum is now in process of construction in Central Park near 82d St. and 5th Avenue. The **National Academy of Design**, cor. 4th Avenue and 23d St., is a unique building of gray and white marble and bluestone. The

plan of the exterior was copied from a famous palace in Venice; the entrance and stairway are imposing. Each spring it gives an exhibition of recent works of American artists. At the *Historical Society*, cor. 11th St. and 2d Avenue, is a fine gallery of paintings, with many old portraits; the *Abbott Collection* of Egyptian antiquities, and the *Lenox Collection* of Nineveh sculptures, etc.

There are paintings on exhibition (free) at the sales-galleries of *Goupil*, 5th Avenue and 22d St.; *Schaus*, 744 Broadway; *Avery*, 88 5th Avenue; and *Snedecor*, 176 5th Avenue. The best private collections in the city are those of A. T. Stewart, John Taylor Johnston, Marshall O. Roberts, James Lenox, Lucius Tuckerman, John Hoey, John Wolfe, R. L. Stuart, R. L. Cutting, W. H. Aspinwall, Robert Hoe, and R. M. Olyphant, who has the best collection of American paintings in the city. Admission to these may be obtained by sending a letter (inclosing card) to their owners.

Churches.—There are about 370 churches of all denominations in the city, and at any of them the stranger is sure of a polite reception. Among those which on account of their architectural beauty, the character of the services, or the associations connected with them, are worthy of special mention, are: **Trinity Church** (Episcopal—Dr. Morgan Dix), in Broadway, head of Wall St.; is in Gothic style, of solid brownstone, and is 192 ft. long, 80 wide, and 60 high, with a spire 284 ft. high. It has rich stained windows and the finest chime of bells in America. The Trinity Parish is the oldest in the city; its first church was erected in 1696, and destroyed by fire in 1776; the present edifice was commenced in 1839, and consecrated in 1846. The church is open all day, there are prayers twice daily (at 9 A. M. and 3 P. M.), and imposing choral services on Sunday. The graveyard surrounding the church is one of the most picturesque spots in the city. It occupies nearly two acres of ground, is embowered in trees, and contains many venerated tombs—among them those of Alexander Hamilton, Captain Lawrence, the hero of the “Chesapeake,” Robert Fulton, and the unfortunate Charlotte Temple. In one corner is a stately Gothic monument erected to the memory of the patriots who died in Brit-

ish prisons at New York during the Revolution. The view from the lookout in the spire is the finest in the city, and it is accessible at any hour of the day for a small fee. *Trinity Chapel* (Episcopal), 25th St. near Broadway, is an elegant struct-

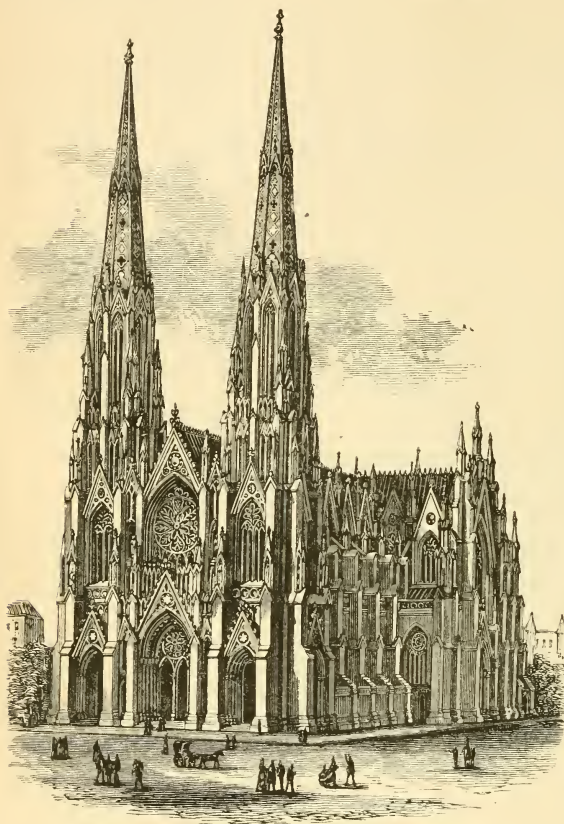


Trinity Church.

ure, with richly-decorated interior. Its services are choral. *St. Paul's* (Episcopal), cor. Broadway and Vesey St., is a venerable structure, built in 1776, 151 by 73 ft., with a spire 203 ft. high. It stands in the midst of a graveyard in which are monuments of great interest. The pediment of the façade contains a white-marble statue of St. Paul, and below is a monument (mural tablet) of General Montgomery. *Grace Church* (Episcopal), Broadway near 10th St., is a graceful edifice of white freestone; the interior is exceedingly elaborate, with carved work and stained glass. *St. George's* (Episcopal—Dr. Tyng), in Stuyvesant Square, two squares E. of Union Square, is one of the largest churches in the city; it is of brownstone, in the Byzantine style, with double spires, and the interior is magnificent. *Church of the Transfiguration* (Episcopal), 29th St. just E. of 5th Avenue known as "the little church around the corner," is noted for its half-rustic, picturesque character. *St. Thomas's* (Episcopal), cor. 58th St. and 5th Avenue, has a rich interior. *St. Alban's*, Lexington Avenue and 47th St., has Ritualistic services. *St. Paul's* (Methodist), 4th Avenue cor. 22d St., is of white marble in the Romanesque style, and one of the finest churches in the city. Other churches usually visited by strangers

are: the *Calvary* (Episcopal), 4th Avenue and 21st St.; the *First Presbyterian*, 5th Avenue cor. 11th St.; the *Brick Church* (Presbyterian), 5th Avenue and 37th St.; the *Church of all Souls* (Unitarian—Dr. Bellows), 4th Avenue and 20th St.; the *Church of the Messiah* (Unitarian), Park Avenue and 34th St.; *Church of the Covenant* (Presbyterian), Park Avenue and 35th St.; the *Tabernacle* (Congregational), 6th Avenue and 34th St.; the *Divine Paternity* (Universalist—Dr. Chapin), 5th

Avenue and 48th St.; the *Church of the Disciples* (Congregational), Madison Avenue and 44th St.; the *First Baptist*, Park Avenue and 39th St.; and the *Fifth Avenue Presbyterian* (Dr. Hall), cor. of 55th St. The largest church edifice in the city, and one of the largest and finest on the continent, is **St. Patrick's Cathedral**, in 5th Avenue between 51st and 52d Sts., commenced in 1858, and now about half finished. It is of white marble in the decorated Gothic style, and is 332 ft. long, with a general breadth of 132 and at the transept of 174 ft. At the front will be two spires, each 328 ft. high, flanking a central gable 156 ft. high. The church now used as cathedral is at the cor. of Mott and Prince Sts.; the exterior is unattractive, but the interior is quite striking. **St. Stephen's** (Roman Catholic), 149 E. 28th St., is a very large church, with excellent paintings and the most expensive and elegant altarpiece in the country. It is famed for its musical services. The **Temple**



New Roman Catholic Cathedral, 5th Avenue.

Emanuel (Jewish synagogue), 5th Avenue, cor. 43d St., is the finest specimen of Saracenic architecture in America; the interior is magnificently decorated in the Oriental style.

Educational and Charitable Institutions.—The number of these is so great that we shall not attempt to do more than mention a few of the more notable. There are upward of 400 schools and institutions of learning in the city, and 239 charitable institutions besides those administered by the Commissioners of Charity. The **University of the City of New York**, on the E. side of Washington Square, is a grand Gothic edifice of white marble, 200 by 100 ft. The chapel, with its noble window, 50 ft. high and 24 ft. wide, is an extremely beautiful room. The University was founded in 1831, and in 1874 had 43 instructors and 426 students. **Columbia College**, Madison Avenue and 50th St., is the oldest college in the State, having been chartered by George II. in 1754. It moved into its present quarters in 1849, and

stands in the midst of picturesque grounds. It is richly endowed, and has a library of 23,000 volumes, and a museum. The *College of the City of New York* occupies a handsome building at the cor. of 23d St. and Lexington Avenue. It is part of the common-school system, and is free. In 1874-'75 there were 34 instructors and 824 students. Its library numbers 22,000 volumes. The **Normal College**, cor. 4th Ave-

nue and 69th St., is also part of the common-school system. The edifice is unsurpassed by any similar structure in the country. It is in the secular Gothic style, 300 ft. long, 125 ft. wide and 70 ft. high, with a lofty and massive Victoria tower. *Rutgers Female College* is a handsome building on 5th Avenue



Normal College.

opposite the Distributing Reservoir. The **Cooper Institute**, founded and endowed by Peter Cooper, is a large brownstone building, six stories high and occupying the entire block bounded by 3d and 4th Avenues and 7th and 8th Sts. It contains a free library; a free reading-room; free schools of art, wood-engraving, photography, and telegraphy for women; a free night school of art for men; a free night school of science for both sexes; and free lectures. It has nearly 3,000 students in all departments. The *Young Men's Christian Association* has an elegant building, cor. 4th Avenue and 23d St., constructed chiefly of Ohio freestone and New Jersey brownstone, 87 by 175 ft., five stories high, with a central and three angular towers. Besides a library, reading-room, gymnasium, etc., it contains a lecture-hall capable of seating 1,500 persons. Opposite the Cooper Institute is the *Bible House*, an immense brick structure occupying an entire block and six stories high. It is the property of the American Bible Society, next to the British the largest in the world, and here all the operations of that important organization are carried on.

Many of the charitable institutions are on the East River islands and will be mentioned further on. Of those in the city the following are noteworthy: **Bellevue Hospital**, foot of E. 26th St., is the largest hospital in the city, and can accommodate 1,200 patients. The buildings are substantial, but have small architectural pretensions. *St. Luke's Hospital*, 5th Avenue and 54th St., is one of the most notable objects on the avenue. It is a refuge for the sick without regard to sect or nationality. The *Mount Sinai Hospital*, Lexington Avenue, between 66th and 67th Sts.; the *Lenox Hospital*, on E. 70th St.; *Roosevelt Hospital*, 59th St. near 10th Avenue; *New York Hospital*, in 15th St. near 5th Avenue, are all notable as fine structures. The *Deaf and Dumb Institution* is located on Washington Heights; the buildings, which are the largest and finest of the kind in the world, cover 2 acres, and stand in a park 28 acres in extent. The *New York Institution for the Blind* is a large marble building on 9th Avenue, between 33d and 34th Sts. Indigent pupils are educated at the expense of the State, and pay-pupils are received at \$300 a year. The *Five Points House of Industry*, 155 Worth St., and the *Five Points*

Mission, 61 Park St., face each other on what was once the vilest and most dangerous part of the city. The *Howard Mission*, near by, supports day and Sunday schools, and a house for needy children, and distributes food, clothing, and fuel, to the deserving poor. The *Bloomingdale Asylum for the Insane* occupies a most attractive and commanding site on 117th St. near 10th Avenue. The buildings, three in number, can accommodate 170 patients, and are always full. The *New York Orphan Asylum*, on the Bloomingdale Road near 74th St., is 120 by 60 ft., with 9 acres of ground attached, commanding a fine view of the Hudson River. The *Convent of the Sacred Heart*, in Manhattanville, is beautifully situated on a hill surrounded by park-like grounds.

Parks and Public Squares.—The great park of the city, and one of the largest and finest in the world, is *Central Park*, a rectangular area of 843 acres, extending from 59th to 110th St. and from 5th to 8th Avenue. It has 18 entrances (4 at each end and 5 at each side), and four streets (65th, 79th, 85th, and 97th) cross it, to afford opportunity for traffic, passing under the park walks and drives. The original surface was exceedingly rough and unattractive, consisting chiefly of rock and marsh; but by engineering skill the very defects that once seemed fatal have been converted into its most attractive features. Between 79th and 96th streets a large portion of the Park is occupied by the two Croton reservoirs, the smaller one comprising 35 and the larger 107 acres. The Lakes, five in number, occupy 43½ acres more. There are 10 m. of carriage-roads, 6 m. of bridle-paths, and 30 m. of foot-paths, with numerous bridges, arches, and other architectural monuments, together with many statues. The *Mall*, near the 5th Avenue entrance, is the principal promenade; it is a magnificent esplanade, nearly a quarter of a mile long and bordered by double rows of stately elms. At the lower end are fine bronze statues of Shakspeare and Scott, and in the Music Pavilion near the upper end concerts are given on Saturday afternoons in summer. The Mall is terminated by *The Terrace*, a sumptuous pile of masonry richly carved and decorated. Descending the Terrace by a flight of broad stone stairs, *Central Lake* is reached, the prettiest piece of water in the Park. Between the Terrace and the Lake is the costliest fountain on the continent, with immense granite basins and a colossal statue of the Angel of Bethesda. The *Ramble*, covering 36 acres of sloping hills, and abounding in pleasant shady paths, extends from the Lake to the *Old Reservoir*. On the highest point of the Ramble stands the *Belvedere*, a massive piece of architecture in the Norman style. The tower commands attractive views in all directions. In the upper Park are the ruins of redoubts used in the Revolutionary War, guarding McGowan's Pass, where there was some sharp fighting. A large restaurant is located in the building formerly occupied by the Convent of the Sisters of Charity; and the Chapel contains 87 casts from the statuary of Crawford. The *American Museum of Natural History* occupies the old State Arsenal, a castellated structure near the 5th Avenue entrance. In this building and the surrounding cages is the menagerie of living animals, reptiles, and birds, presented or loaned to the city, comprising many rare specimens. A new building for the Museum is now nearly completed in Manhattan Square.—Park carriages, so constructed as to afford every passenger a good view, run from 5th and 8th Avenue entrances to the principal points of interest (fare 25c.). Coaches may be hired for \$2 per hour, and the circuit can be made in an hour.

Mount Morris Square is on the line of 5th Avenue between 120th and 124th Sts., and embraces 20 acres. In the centre rises a rocky hill, 101 ft. high, commanding picturesque views. The level portion has been handsomely laid out, and walks lead up to the summit of the hill. *Madison Square* is 6½ acres in extent, and lies between 23d and 26th Sts. and 5th and Madison Avenues. It is one of the most fashionable squares in the city, is tastefully laid out, and is surrounded by fine buildings. On the W. side, at the junction of Broadway and 5th Avenue, is a monument to General Worth. *Union Square*, 3½ acres in extent, is of oval shape, and lies between 14th and 17th Sts. and Broadway and 4th Avenue. It is filled with trees, and has a handsome fountain in the centre. At its lower end on the E. is the bronze equestrian statue of Washington by H. K. Browne; and on the W. is a bronze statue of Lincoln. The *Battery*, at the S. extremity of the city, looking

out upon the Bay, embraces 21 acres, and is beautifully laid out and protected by a massive granite sea-wall. It was the site of a fort in the early years of the city, and later was surrounded by the residences of the wealthy. The *City Hall Park*, comprising $8\frac{1}{4}$ acres, is little more than a reservation for public buildings. At its lower end is a fine fountain. The principal other parks are *Washington Square* (8 acres), reached by going W. from Broadway on 4th St. or Waverley Place; *Stuyvesant Square* ($4\frac{1}{2}$ acres) between 15th and 16th Sts., and divided by 2d Avenue into two distinct parks; *Gramercy Park*, on 20th St. near 4th Avenue; *Tompkins Square* ($10\frac{1}{2}$ acres), between Avenues A and B and 7th and 10th Sts., used as a parade ground; and *Reservoir Park* ($4\frac{3}{4}$ acres), in rear of the Distributing Reservoir on 5th Avenue.

Suburbs.—No one engaged in "doing" New York should fail to visit **High Bridge** (reached by small steamer from Harlem, by Harlem River R. R. from Grand Central Depot, or by carriage-drive through Central Park). This magnificent structure, by which the Croton Aqueduct is carried across the Harlem River, is of granite throughout, and spans the entire width of valley and river, from cliff to cliff. It is 1,450 ft. long, 114 ft. high, and supported on 14 massive piers. On the lofty bank at its S. end is a capacious reservoir for the supply of the upper portions of the city, the water being pumped into it by powerful machinery. From this point a comprehensive view of the city and surroundings may be had. A little below High Bridge, most picturesquely situated on Hudson River, is the old *Morris Mansion*, once the headquarters of Washington, and late the property of Madame Jumel. *Jerome Park* is a fashionable race-course in Westchester County near the Harlem River (reached by private conveyance or by Harlem R. R.).

Hoboken and *Weehawken* are pleasant summer resorts on the Hudson River, opposite the city. The Elysian Fields are in Hoboken, and it was at Weehawken that Burr killed Hamilton. *Rockaway Beach* and *Coney Island* are on the seashore just outside the harbor, and afford excellent bathing (reached by steamer or by steam-cars from Brooklyn). **Staten Island**, the largest in the harbor, is reached by ferry-boats (which run hourly) from pier at E. side of Battery to New Brighton, Port Richmond, and Elm Park; and from adjoining pier to Tompkinsville, Stapleton, and Clifton (fare 10c.). The sail down the Bay is extremely pleasant in summer, and the island offers beautiful scenery. The drives about the upper part are particularly attractive, and there are broad views from the heights over harbor and ocean. Fort Richmond is a mile S. E. of Clifton Landing. *Governor's Island*, opposite the Battery, will repay a visit. It contains two powerful forts (Fort Columbus and Castle William) and a United States Arsenal, and the grounds are beautifully kept. Access is secured by the government steamer, which makes two trips a day from Whitehall pier, or by small boats which can be hired at the same point.

The islands in East River and other points of interest may be seen by taking a steamer at Peck Slip for Glen Cove, L. I., or for Harlem. Opposite the foot of E. 46th St. is *Blackwell's Island*, 120 acres in extent; upon it are located the almshouse, lunatic asylum (for females), penitentiary, workhouse, blind asylum, charity, small-pox, and typhus-fever hospitals, hospital for incurables, and convalescent hospital, all built of granite quarried on the island by the convicts. The boat now passes along the W. verge of *Hell-Gate*, long the terror of all vessels entering or leaving the harbor by way of Long Island Sound. It is a collection of rocks in the channel, which offer so much resistance to the tides as to cause a succession of whirlpools and rapids. Of late years the Gate has been shorn of most of its dangers, and the U. S. Engineers are preparing to blow the remaining rocks into the air. *Ward's Island* (200 acres) divides the Harlem from the East River. Upon it are the emigrant hospital, the lunatic asylum (for males), and the inebriate asylum, the latter a large and imposing building. *Randall's Island*, the last of the group, is separated from Ward's Island by a narrow channel. It is the site of the idiot asylum, the nursery, the House of Refuge, hospitals, schools, and other charities provided by the city for destitute children. No one is allowed to visit any of these islands without permits, which may be procured at the office of the Commissioners of Public Charities, cor. 3d Avenue and 11th St. See trip up the Hudson River.

BROOKLYN.

BROOKLYN, the third largest city in the United States, lies just across East River from New York, at the W. end of Long Island, and is reached by several ferries, the principal of which are Fulton Ferry, South Ferry (at foot of Broadway), and Wall St. Ferry. The extreme length of the city from N. to S. is $7\frac{3}{4}$ m., and its average breadth $3\frac{1}{2}$ m., embracing an area of 20.84 sq. m. The surface is elevated and diversified. Brooklyn was settled in 1625, near Wallabout Bay, by a band of Walloons, and during the Revolutionary War was the scene of events that give great interest to some of its localities. On the Heights, back of the city, the battle of Long Island (August 26, 1776) was fought, and the Americans defeated with a loss of 2,000 out of 5,000 men. The population, which was 3,298 in 1800, had increased in 1870 to 396,099.

Hotels and Restaurants.—The hotels are few in number, the principal ones being the *Pierpont House* (\$4 a day), cor. Montague and Hicks Sts.; and the *Mansion House*, 117 Hicks St. The leading restaurants are *Snedeker's*, 187 Montague St., and *Dieter's*, 303 Washington St.

Modes of Conveyance.—The horse-cars afford means of conveyance to all parts of the city. All the lines either start from, or connect with, Fulton Ferry (fare 5c.). Hackney-coaches are usually in waiting at the principal ferries.

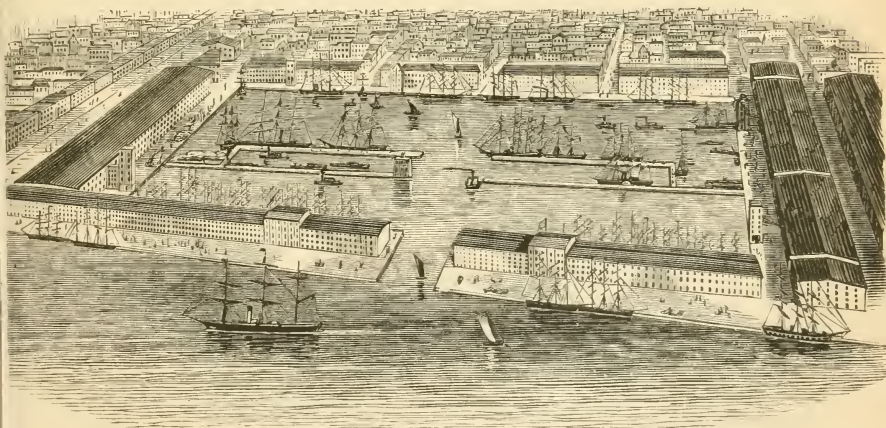
Streets and Drives.—The main business thoroughfare is *Fulton St.*, extending about 5 m. from Fulton Ferry to East New York. Extending from South Ferry to East New York, parallel with Fulton St., is *Atlantic Avenue*, an active business street in its lower part, and in its upper shaded by double rows of trees. *Clinton Avenue* is the handsomest street in the city, and is lined with beautiful residences surrounded with extensive ornamental grounds. *St. Mark's Place*, in South Brooklyn, is scarcely less attractive. *Remsen* and *Montague Streets* contain many fine residences; from Montague Terrace, on the latter, is obtained a magnificent view of New York City and harbor. The favorite drive is through Prospect Park to the **Ocean Parkway**, a boulevard 200 ft. wide, extending from the S. W. corner of the park to the seashore at *Coney Island* (3 m.). The *Eastern Parkway*, also a popular drive, extends from the park entrance to East New York ($2\frac{1}{2}$ m.). Other boulevards are designed to connect the park with Fort Hamilton, Bath, and Sheepshead Bay, all of which are popular resorts.

Public and Prominent Buildings.—The *Post-Office* is on Washington St. N. of Fulton. The *City Hall*, at the junction of Fulton, Court, and Joralemon Sts., 1 m. from ferry, is of white marble, in the Ionic style, 162 ft. wide and 102 ft. deep, and surmounted by a tower, with belfry and four-dial clock. The **County Court-House**, fronting on Fulton St. just E. of the City Hall, is a large building with white-marble front, in the Corinthian style; it has a very fine portico, and an iron dome 104 ft. high. The *County Jail*, in Raymond St., is a castellated Gothic edifice of red sandstone. The *Penitentiary*, an immense stone pile, is in Nostrand Ave., near the city limits. The *State Arsenal* is in Portland Ave., near Washington Park. The *City Hospital* is a large red-brick building in Raymond St., near De Kalb Ave. On Montague St., near the City Hall, is the *Academy of Music*, a brick structure of no special architectural merit, but with fine interior decorations. Adjoining it on the W. is the *Academy of Design*, a fine edifice, whose front is elegantly carved in many places. Opposite is the **Mercantile Library**, a handsome building in the Gothic style, containing a library of 42,000 volumes, and two fine reading-rooms. The rooms of the *Long Island Historical Society*, cor. Court and Joralemon Sts., contain a large library and many curious relics (admission free). The *Young Men's Christian Association* has a fine building on Fulton St., cor. Gallatin Place, with library and reading-room.

Churches.—Brooklyn is known as the "City of Churches," and contains more in proportion to its population than any other in the country. Among the most prominent are: *Plymouth* (Congregational; H. W. Beecher, Pastor), Orange St.,

N. of Hicks; it is plain but large, seating about 3,000 persons. The *Holy Trinity* (Episcopal), cor. Clinton and Montague Sts., is in decorated Gothic style, with rich stained windows, and a beautiful spire 275 ft. high. *St. Ann's* (Episcopal), cor. Clinton and Livingston Sts., is in pointed Gothic style, with exceedingly ornate interior. The *Dutch Reformed*, in Pierrepont St., near Monroe Place, is of brown-stone in the Roman Corinthian style, with a portico supported by Corinthian pillars, and a very rich interior. The *Church of the Pilgrims* (Congregational; R. S. Storrs, Pastor), cor. Henry and Remsen Sts., is of gray stone, with lofty spire. Inserted in the main tower, about 6 ft. from the ground, is a piece of the "Pilgrim Rock" from Plymouth, Mass. The *Church of the Saviour* (Unitarian), cor. Pierrepont St. and Monroe Place, is an elaborate structure in the pointed Gothic style. Other noteworthy churches are: *Grace* (Episcopal), Grace Court, cor. Hicks St.; *Christ* (Episcopal), cor. Clinton and Harrison Sts.; *St. Paul's* (Episcopal), cor. Clinton and Carroll Sts.; *Methodist*, cor. Clermont and Willoughby Avenues; *Lafayette Avenue Presbyterian*, Lafayette Ave. cor. Oxford St.; *Clinton Avenue Congregational*, Clinton Ave. cor. Lafayette; and Talmage's *Tabernacle*, on Schermerhorn St., said to be the largest Protestant church in America. The principal Roman Catholic churches are *St. Charles Borromeo*, in Sidney Place, famous for its music; *St. James Cathedral*, Jay cor. Chapel St.; and *St. Mary's*, Court cor. Luqueer St.

Miscellaneous Points of Interest.—The *United States Navy Yard* (reached by horse-cars from Fulton Ferry), on the S. shore of Wallabout Bay, is the chief naval station of the Republic. It occupies 45 acres of ground, inclosed by a high brick wall, and contains numerous foundries, workshops, and storehouses. Representative vessels of every kind used in the Navy may usually be seen at the Yard, while the trophies and relics preserved here are of great interest. The Dry Dock, one of the most remarkable structures of the kind in the world, is of massive granite, and cost \$2,113,173. It holds 610,000 galls. of water, and can be emptied by steam-pumps in 4½ hours. Half a mile E. of the Navy Yard, on the other side of the Wallabout, is the *Marine Hospital*, a handsome granite building located in the midst of extensive grounds. It can accommodate 500 patients. The *Atlantic Dock* is at the other end of the city, and about 1 m. below the South Ferry, within what is called Red Hook Point. It is a very extensive work, and merits the attention of strangers.



Atlantic Dock.

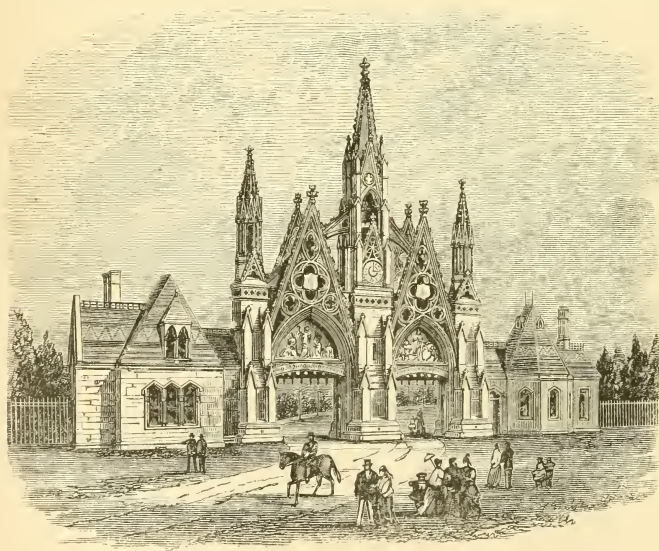
The basin has an area of 42½ acres, and sufficient depth of water to accommodate the largest ships; the total wharfage is about 2 m. The piers are of solid granite; and surrounding the basin on all sides, except an entrance 200 ft. wide for vessels, are substantial brick and granite warehouses. In crossing Fulton Ferry to or from

New York, the massive towers of the *Bridge* are conspicuous objects. The tower on the Brooklyn side is finished, that on the New York side nearly so; their height above high water is 268 ft. The bridge itself will be 6,000 ft. long, and the central span across the river from tower to tower 1,595 ft. long. It will be 85 ft. wide, including a promenade of 13 ft., two railroad-tracks, and four wagon or horse-car tracks. From high-water mark to the floor of the bridge in the centre will be a distance of 135 ft., so that navigation will not be impeded. The approach on the Brooklyn side from the terminus to the anchorage will measure 836 ft.; on the New York side 1,336 ft. The bridge is to be completed in 1877, and will have cost about \$10,000,000.

Prospect Park (reached by several lines of cars from Fulton Ferry) is one of the most beautiful in America. It contains 550 acres, is situated on an elevated ridge, and commands a magnificent view of the two cities, of the inner and outer harbor, Long Island, the Jersey shore, and the Atlantic. It is beautifully shaded in many parts by old woods which have been skillfully improved, and its combination of broad meadows and wooded hills is unequalled elsewhere. It contains 8 m. of drives, 4 m. of bridle-paths, and 11 m. of walks. The *Lake* covers 61 acres, and through the *Glen* flows a charming brooklet, broken here and there into cascades. The main entrance on Flatbush Ave., known as the Plaza, is paved with Belgian pavement, and bordered by grassy mounds; in the centre are a fine fountain and a bronze statue of President Lincoln. The Parade and Zoölogical Garden are on the W. side of the park; the Dairy is about $\frac{1}{2}$ m. S. E. of the Plaza; and an observatory 100 ft. high stands on Lookout Hill. Park carriages, starting from the entrance, make the circuit of most points of interest (fare 25c.). *Washington Park* (30 acres) is an elevated plateau E. of City Hall, between Myrtle and De Kalb Avenues. During the Revolutionary War it was the site of extensive fortifications, of which Fort Greene was the principal. It commands an extensive view, and is surrounded by a handsome stone wall.

Greenwood Cemetery (reached by cars from Fulton Ferry), the most beautiful in the

world, is situated on Gowanus heights in the S. portion of the city. It contains 413 acres, skillfully laid out, and 178,000 interments have been made in it since its opening in 1842. The main entrance, near 5th Ave. and 23d St., is a highly ornamented structure of brown-stone, monumental in form, in the middle pointed Gothic style, 132 ft. long and 40 ft. deep, the central



Entrance to Greenwood Cemetery.

pinnacl being 106 ft. high. It is ornamented with sculptures representing scenes from the Gospels, chief of which are the Entombment and Resurrection of

Christ. The grounds have a varied surface of hill, valley, and plain, and are traversed by 17 m. of carriage-roads and 15 m. of foot-paths. The elevations afford extensive views. There are many beautiful monuments, chief among which are the Pilots' and Firemen's, Charlotte Canda's, and that to the "mad poet" McDonald Clark. By keeping in the main avenue called *The Tour*, as indicated by finger-posts, visitors will obtain the best general view of the cemetery, and will be able to regain the entrance without difficulty. About 4 m. E. of Greenwood are the cemeteries of the *Evergreens* and *Cypress Hills*.

NEW YORK TO PHILADELPHIA.

(Via Pennsylvania R. R. Distance, 90 m. Time, 3 to 4 hrs. Fare, \$2.75.)

The station in Jersey City is reached by ferries from foot of Desbrosses and Cortlandt Streets. The route is through a flat and featureless country, and would be monotonous but for the numerous cities and towns along the line. *Newark* (9 m.) contains 100,000 inhabitants, and is a large manufacturing centre, but offers few attractions to the tourist. *Elizabeth* (15 m.) is the handsomest city in New Jersey, and contains many fine residences, a few of which are visible from the cars. *New Brunswick* (32 m.) is an old town at the head of navigation on Raritan River; and *Princeton* (48 m.) is noted as the seat of Princeton College, one of the oldest and most famous educational institutions in the country. *Trenton* (58 m.) is pleasantly situated at the head of navigation on the Delaware, and contains some fine public buildings. Here Washington won his famous victory over the Hessians, Dec. 26, 1776.

PHILADELPHIA.

PHILADELPHIA, the largest city as to area in the United States, and the second in population, lies between the Delaware and Schuylkill Rivers, 6 m. above their junction and 96 from the Atlantic. Its precise latitude is $39^{\circ} 57'$ N. and longitude $75^{\circ} 10'$ W. It is 22 m. long from N. to S., with a breadth of 5 to 8 m., and an area of 129.4 sq. m. The city, as originally incorporated, was bounded by the rivers Delaware and Schuylkill and Vine and South Streets, and this area was not enlarged until 1854, when the corporation was extended over the entire country. Within its present area there are over 350 m. of paved streets, and more buildings than in any other city in the country. The city is regularly laid out, the N. and S. streets being numbered in succession from the Delaware to the Schuylkill, which is reached at 23d St., the first street W. of that being 30th. These are crossed at right angles by named streets. A few irregular avenues, formerly country-roads, stretch away from the original town-plot. The houses on the streets running E. and W. are numbered toward the west, all between 1st and 2d streets being between 100 and 200, and all between 2d and 3d streets between 200 and 300, and so on; so that the number of the house indicates the number of the street as well. Thus if the nearest house be 836, Eighth St. is E. and 9th St. W. In like manner, the streets running N. and S. are allowed 100 numbers for every square they are distant from Market St., either N. or S. This plan is very convenient in going about the city, as whenever one can see a number he can calculate his exact distance from Market St. or the Delaware.

Philadelphia was founded by William Penn, who came over from England in 1682, accompanied by a colony of Quakers, and purchased the site from the Indians. The emigration thither was very rapid, and in 1684 the population was estimated at 2,500. Penn presented the city with a charter in 1701. It prospered greatly, and was the most important city in the country during the colonial period and for more than a quarter of a century after the Revolution. The first Congress assembled here, as did also the subsequent Congresses during the continuance of the war. The Declaration of Independence was signed and issued here, July 4, 1776. The convention which formed the Constitution of the Republic assembled here in May, 1787. Here resided the first President of the United States, and here Congress continued

to meet until 1787. The city was in possession of the British from September, 1777, to June, 1778, a result of the unfortunate battles of Brandywine and Germantown. Since the Revolution the city has grown steadily and rapidly. The population, which in 1800 was 41,220, had increased to 121,376 in 1850, to 565,529 in 1860, and to 674,022 in 1874. The commerce of Philadelphia is large and increasing, but manufactures are its chief source of wealth, and in these, according to the census of 1870, it is the first city of the Union, surpassing New York in the number of establishments (8,184), in the number of hands employed (137,496), and in the amount of capital invested (\$174,016,674). The products of the year 1870 were valued at \$322,004,517.

Hotels, Restaurants, and Clubs.—The *Continental*, Chestnut St. cor. 9th St., is an excellent hotel with a front (of Pictou sandstone) 200 ft. long and six stories high (\$4.50 per day). The *Girard House*, opposite on Chestnut St., is a handsome building (\$3.50). The *Colonnade*, Chestnut St. cor. 15th (\$3.00), and the *La Pierre*, Broad cor. Chestnut St. (\$3.50 per day), are up-town. The *Bingham*, cor. 11th and Market Sts., and the *American*, Chestnut St. near 5th, are much patronized by merchants (\$3.00 per day). The *St. Cloud* (\$3.00 a day) is in Arch St. between 7th and 8th; the *St. Elmo* (\$2.50 a day), Arch St. near 3d; the *Central* (\$2.00 a day), Arch St. below 7th; and the *Ridgway* (\$2.00 a day) at the foot of Market St. *Guy's*, cor. Chestnut and 7th, is on the European plan. Excellent boarding-houses may be obtained in all parts of the city (\$6 to \$12 per week).—In preparation for visitors to the Centennial Exposition several new hotels have been put up in different parts of the city. The *Globe Hotel* is a vast building directly adjoining the entrance to the Exposition grounds; and the *Transcontinental*, on a smaller scale, is opposite. The *United States Hotel* is an immense building, cor. Columbia Ave. and 42d St., one block from the entrance. The “Centennial Lodging-House Agency” has made special arrangements with the proprietors of boarding-houses and private residences, and undertakes to provide “rooms furnished equal to those of any hotel in the city, with 2 meals of superior quality, at daily prices of about one-half those charged by hotels.” Its “coupons” will be on sale at the principal railway-offices throughout the country, and the purchaser will be met on the train by a messenger who will locate him in one of the rooms at the disposal of the Agency.

The best restaurants are the *Continental Hotel Café*, Chestnut St. near 9th; *Green's*, 731 Chestnut St. near 7th; the *International*, 1220 Chestnut St.; and *Ashe's*, 1027 Chestnut St. Good lunch-rooms and chop-houses may be found in the lower part of the city, in the neighborhood of Third St.

The *Union League Club* owns a handsome building cor. Broad and Sansom streets; it is of brick in the French Renaissance style, with façades of granite, brick, and brown-stone. It contains the best refectory in the city, a reading-room, paintings, statuary, etc. A member's introduction and tickets will secure the visitor the privileges of the club for one month. The *Reform Club* has a fine marble-front building in Chestnut St. near 16th.

Railroad Depots.—*Pennsylvania Central*, 31st and Market Sts.; *Philadelphia, Wilmington & Baltimore*, Broad and Washington Ave.; *Philadelphia & Reading*, 13th and Callowhill Sts.; *North Pennsylvania*, Berks and American Sts.; *West Chester & Philadelphia*, 31st and Walnut; *Camden & Atlantic*, Vine St. Ferry.;

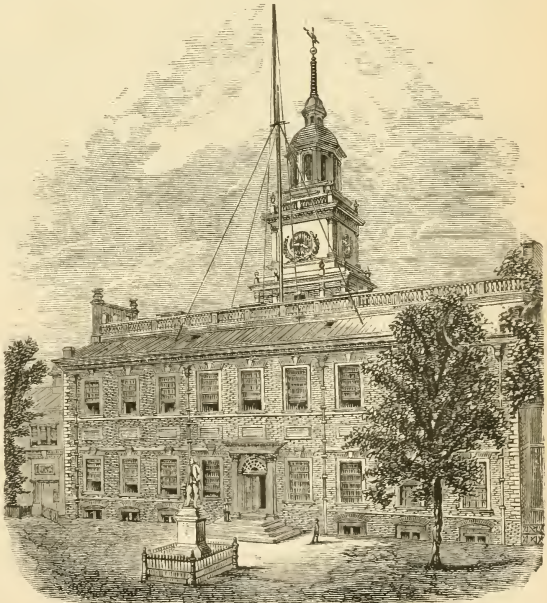
Modes of Conveyance.—The horse-car system of Philadelphia is unequaled, and renders every part of the city easily accessible. The fare is 7c., and points on any connecting line may be reached by transfer-tickets (costing 2c. additional), which should be called for on paying the fare. *Carriages* are found at all the depots, and at stands in various parts of the city. The fares are regulated by law, and a card containing them should be in every carriage. They are as follows: for 1 passenger, a distance of one mile or less, 75c.; 2 passengers, \$1.25; each additional one, 25c.; for 1 passenger, 2 m. or less, \$1.25; 2 passengers, \$1.75; each additional mile, 50c.; by the hour, \$1.50. Children between 5 and 14 years of age, half price. In case of dispute, call a policeman, or apply at the Mayor's office.

Ferries.—There are four ferries to Camden, N. J.: from foot of Market St., from foot of Vine St., from South St., and from Shackamaxon St. in West Philadelphia

(fare 5c.). One from South St. to Gloucester, N. J. (fare 5c.). And one from South St. to Red Bank, N. J. (fare 10c.).

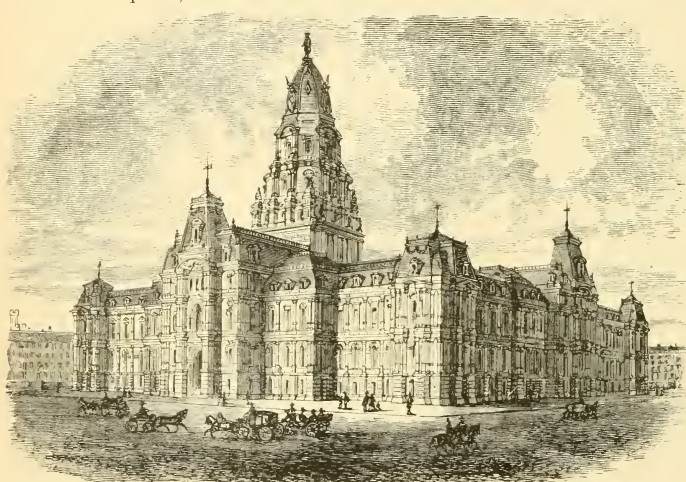
Streets and Drives.—The great business thoroughfare is *Market St.*; it runs E. and W., is 100 ft. wide, and contains the principal wholesale stores. *Broad St.*, the central street N. and S., is 113 ft. wide, and is lined with churches and elegant private residences. Each of these streets is built up continuously for about 4 m. *Chestnut St.*, parallel with Market on the S., is the fashionable promenade, containing the finest hotels and retail stores. Lombard, farther S., and Arch, Race, and Vine, N. of Market, are leading and wealthy streets. *Third St.* is the banking and financial centre. The principal drives are through Fairmount Park, and out Broad St. toward Germantown.

Objects of Antiquarian Interest.—Philadelphia is peculiarly rich in relics of its early history. The oldest of these is the *Old Swedes' Church* (in Swanson St., below Christian), which was built in 1700, to take the place of a log structure erected in 1677. It is of brick, and is still regularly used. Surrounding the church is a cemetery, in which gravestones dating from 1700 may be seen. *Penn's Cottage*, a little two-story brick house, stands on Letitia St., a few doors S. of Market; it was built for Penn before his arrival in the settlement, and curiously enough has withstood the march of improvement that has swept away so many more pretentious structures. A few steps from this, on the S. W. cor. of Front and Market Streets, stands a small brick house, now used as a tobacco-shop; a hundred years ago it was the celebrated "London Coffee-House," frequented by the magnates of the city. It was built in 1702. *Treaty Monument*, a simple obelisk upon a granite pedestal, cor. Beach and Hanover streets (Kensington), marks the site of the old elm-tree under which Penn made his memorable treaty with the Indians. The tree was blown down in 1810. *Christ Church* (Episcopal), in 2d St., near Market, was begun in 1727, and is still a fine building and in perfect preservation. Its steeple is 196 ft. high, and contains the oldest chime of bells in America. Two services are held in the church on Sunday, and it is open for prayers on Wednesdays and Fridays, at 11 A. M., at which times it may be visited. On the S. side of Chestnut St., between 3d and 4th, a narrow court leads to *Carpenter's Hall*, where assembled the first Congress of the United Colonies. It is a plain two-story brick building, surmounted by a cupola. The most interesting object in Philadelphia is *Independence Hall*, in Chestnut St., between 5th and 6th. It was commenced in 1729 and completed in 1735, at a cost of £5,600. In the E. room (Independence Hall proper) the Continental Congress met, and here on the 4th of July, 1776, the Declaration of Independence was adopted and publicly proclaimed from the steps on the same day. The room presents the same appearance now as it did at that time; the furniture is that used by Congress, there are a statue of Washington, numerous portraits and pictures, and many curious Revolution-



any relics. Here also is preserved the old "Liberty Bell," the first bell rung in the United States after the passage of the Declaration. In Congress Hall, in the second story, Washington delivered his farewell address. Visitors are admitted between 9 A. M. and 4 P. M. daily. The Superintendent will, on application, furnish tickets admitting the bearers to the steeple, from which a fine panoramic view of the city may be had. On the sidewalk in front of the Hall stands Bailey's statue of Washington. *Hultzheimer's New House*, where Jefferson penned the Declaration of Independence, is still standing at the S. W. corner of Market and 7th Streets. *Franklin's Grave* is at the S. E. corner of Arch and 5th streets. Iron railings have been substituted for the brick wall of the cemetery opposite the grave, so that the visitor may look in. No. 239 Arch St. is noticeable as the place where the first American flag was made.

Public and Prominent Buildings.—The *Post-Office*, a plain white marble building, is in Chestnut St. below 5th. A very large new building for this purpose is in process of construction at the cor. of 9th and Chestnut Streets. It is to be of granite in the French Renaissance style, four stories high, with an iron dome. The new *Public Buildings* (for law-courts and public offices) is being erected on what was once Penn Square, at Broad and Market Streets. It will be an enormous structure,



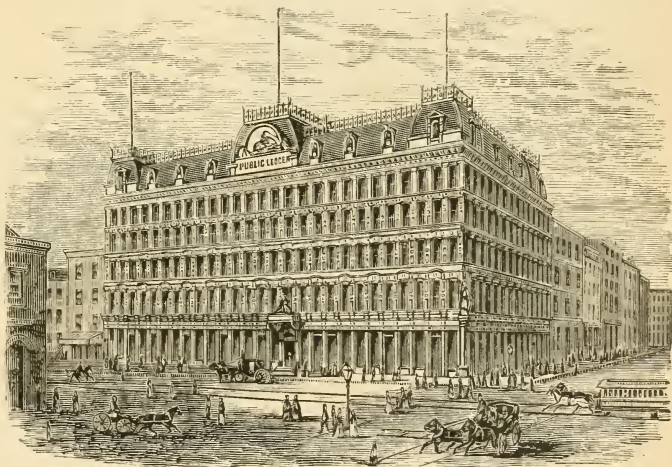
Public Buildings, cor. Broad and Market Sts.

486½ ft. long by 470 wide, four stories high, and covering an area of nearly 4½ acres, not including a courtyard in the centre 200 ft. square. The central tower will be 450 ft. high. The exterior walls are to be of white marble, and those facing the courtyard of light blue marble.

The *Custom-House*, formerly the United States Bank, on Chestnut St. between 4th and 5th, is a chaste specimen of the Doric order of architecture, modeled on the Parthenon at Athens, with the omission of the colonnades at the sides. The Chestnut St. and Library St. fronts have each eight massive fluted columns, supporting a heavy entablature. The *United States Mint*, Chestnut St. cor. Juniper, is a white-marble building in the Ionic style, with a graceful portico. The processes of coining are very interesting, and the collection of coins preserved here is the largest and most valuable in the Union. Visitors are admitted to the Mint during each secular day from 9 to 12 o'clock, and the processes pointed out by an attendant. The *United States Naval Asylum*, on Gray's Ferry Road near South St., is an immense marble building standing in the midst of spacious and highly-cultivated grounds. The Ionic portico, with 8 graceful columns, the trophy cannon, and the official residences, are worthy of notice. There are two *U. S. Arsenals*, one a short distance S. E. of the Naval Asylum, and the other near Frankford (reached by the red cars of the 2d and 3d St. line). The former is devoted to the manufacture of shoes, equipments, and clothing for the army; the latter is devoted to the manufacture of fixed ammunition, and contains one of the largest powder-magazines in the United

States. The **Eastern Penitentiary**, in Fairmount Ave. above 22d St., covers about 10 acres of ground, and in architecture resembles a baronial castle of the middle ages. The separate (*not* solitary) system is adopted here, but is modified to the extent of confining two prisoners in each of the larger cells whenever the prison is crowded. Each prisoner is furnished with work enough to keep him moderately busy; and is allowed to see and converse with the chaplain, prison-inspectors, and other officials, but not with any of his fellow-prisoners. Tickets of admission are obtained at the *Ledger* office. The *County (Moyamensing) Prison*, 11th St. and Passyunk Road, is a spacious granite building in the Indo-Gothic style, appropriated to the confinement of persons awaiting trial, or who are sentenced for short periods. Tickets at *Ledger* office. The *House of Refuge* is in 22d St. near Poplar. Admission every afternoon except Saturday and Sunday. Tickets at *Ledger* office.

The **Merchants' Exchange**, cor. 3d and Walnut, is a fine marble building, with an ornamental front on Dock St., a semicircular colonnade of 8 pillars, and a spacious rotunda within on that side. The Reading-Room in the rotunda of the second story is handsomely frescoed. The *Commercial Exchange*, 2d St. below Chestnut, of brown-stone in the Roman-Gothic style, stands on the site of the old "slate-roof house," once the residence of William Penn. The **Ledger Building**, Chestnut St. cor. 6th, is regarded as one of the city sights. It is of brown-stone, 5 stories high, with Mansard roof, and is one of the most perfectly appointed newspaper-offices in world. A short distance to the E., in Market St. above 7th, is the large six-story publishing-house of J. B. Lippincott & Co. The *Girard National Bank*, 3d St. below Chestnut, is a stately edifice with handsome portico, originally built for the first United States Bank (1795-'98), and occupied by Stephen Girard until his death.



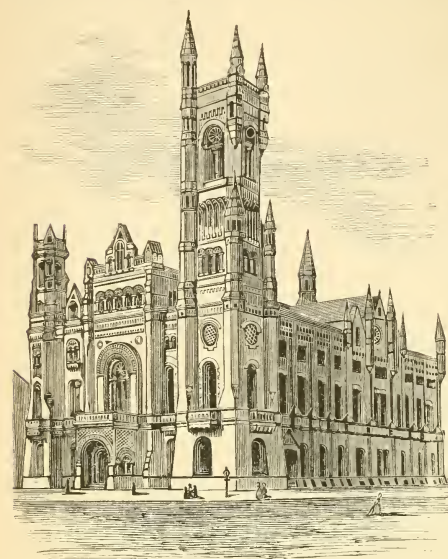
Ledger Building.

It was copied from the Dublin Exchange. The *Philadelphia Bank*, Chestnut St. near 4th, of granite; the *Farmers' and Mechanics' Bank*, adjoining; the *First National Bank*, Chestnut St. near 3d; and the *Bank of North America*, near by, of brown-stone, are among the finest buildings in the city. The massive marble edifice of the *Fidelity Safe Deposit Co.*, Chestnut St. near 3d; that of the *Provident Life and Trust Co.* in 4th St.; that of the *Pennsylvania Life Insurance Co.*, Chestnut St. near 4th; and that of the *Mutual Life Insurance Co.*, Chestnut and 10th, are also handsome structures. The new **Masonic Temple**, cor. Broad and Filbert Sts., is a solid granite structure in the Norman style, 250 ft. long, 150 ft. wide, and 90 ft. high, with a tower at one corner 230 ft. high. The porch is especially fine, and the whole Temple is richly ornamented. It contains several large halls finished in various styles of architecture, Corinthian, Doric, Egyptian, Ionic, Oriental, Norman, and Gothic. The numerous *Markets* of Philadelphia are many of them noteworthy for their great extent and admirable appointment. The largest are on Market St. or near it.

Theatres and Places of Amusement.—The *Academy of Music*, Broad and Locust St., is the largest opera-house in the United States. It is built of pressed brick with brown-stone dressings, 268 ft. long by 140 ft. wide; the auditorium is 102 ft. deep

and 90 wide, with three galleries, and has sittings for upward of 3,000 persons. Mrs. John Drew's *Arch St. Theatre*, Arch St. above 6th, has a good company. The *Walnut St. Theatre* is at 9th and Walnut. The *Chestnut St. Theatre* is in Chestnut above 12th; and the *Grand Central Theatre* on Walnut above 8th. Negro Minstrel entertainments are given at the *Eleventh St. Opera-House* (11th above Walnut), and *Simmons & Slocum's Opera-House* (Arch St. above 10th). *Fox's American Theatre* (Varieties) is in Chestnut St. above 10th; and *Wood's Museum*, at the cor. 9th and Arch. Musical entertainments are given at *Musical Fund Hall*, Locust St. below 9th, and at *Concert Hall*, Chestnut St. above 12th; also at the Academy. The *Horticultural Hall*, Broad and Locust Sts., is the scene of the annual floral displays of the Horticultural Society.

Libraries, Art Galleries, etc.—The *Philadelphia Library*, sometimes called the Franklin Library, founded



Masonic Temple.

in 1731 through the influence of Benjamin Franklin and the members of the "Junto," stands in 5th St. below Chestnut. Over the front entrance is a marble statue of Franklin, executed in Italy, by order of William Bingham. The library contains 100,000 volumes, and is rich in early printed works, and works on American history. Admission free from 10 o'clock till sunset. The "Ridgway Branch" of the Philadelphia Library, now building on the square bounded by Broad, 13th, Christian, and Carpenter streets, is a bequest of the late Dr. Rush, an eminent and wealthy citizen. It will be one of the finest structures of the kind in the country, being of granite, with a front of 220 ft. and a depth of 105 ft. The façade will consist of a portico with 16 Doric columns, and, besides the library, there will be two reading-rooms, while the grounds will offer the finest effects of landscape-gardening. The *Mercantile Library*, in 10th St. above Chestnut, is the largest in the city, and contains 112,000 volumes. The building is a handsome one, and the reading-room well supplied. Open from 9 A. M. to 10 P. M. daily. The *Apprentices' Library*, cor. 5th and Arch Streets, has 20,000 volumes. It was founded in 1821, and is open to the youth of both sexes. The *Athenæum* occupies an imposing building in 6th St. cor. Adelphi, and contains a library of 20,000 volumes, a reading-room, and a chess-room. The *Friends' Library*, in Race St. near 15th, contains 8,000 volumes; the *German Library*, in S. 7th St., contains 15,000 volumes; and there are several other small libraries in different parts of the city.

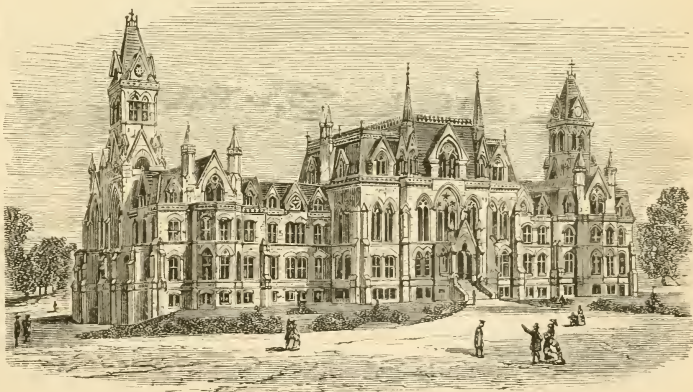
The *Academy of Natural Sciences* (open Tuesday and Friday afternoons: admission, 10c.) is temporarily located in Broad St., below Chestnut. Its library contains 26,000 volumes, and there are very extensive collections in zoölogy, ornithology, geology, mineralogy, conchology, ethnology, archæology, and botany. The collection of birds is especially rich, as is also the Cabinet of Botany. The Cabinets of Geology and Mineralogy are also very complete. The museum contains upward of 250,000 specimens in all. A new and extensive building for the Academy, of serpentine

stone-trimmed with Ohio sandstone, in the collegiate Gothic style, is in course of erection on the corner of 19th and Race Streets. The *Franklin Institute*, 7th St., above Chestnut, is designed to promote the mechanic and useful arts. It has a library of 7,500 volumes, a reading-room, and maintains courses of lectures on different branches of science. Strangers admitted on application to the Secretary. The *Historical Society of Pennsylvania* (open from 10 A. M. to 5 P. M.) is at 820 Spruce St. Its library (containing 15,000 books, 40,000 pamphlets, and 20,000 folios of MSS.) is particularly rich in local and family histories; and there are many interesting relics. The *American Philosophical Society*, 5th St., below Chestnut, has a library of 15,000 books and 15,000 pamphlets, and a choice collection of minerals, fossils, coins, and ancient relics.

A new building for the *Academy of Fine Arts* is in process of erection at Broad and Cherry Streets; it is in florid Gothic style, and is profusely ornamented. The collection of paintings, statuary, etc., which is very fine, is for the present stored away. Fine pictures may usually be seen at the sales-galleries of Earle (816 Chestnut St.), and Hazeltine (1125 Chestnut St.). The private galleries of Henry C. Gibson, James L. Claghorn, A. E. Borie, Joseph Harrison, Jr., and Wm. B. Bement, are among the richest in the country. Admission to these may usually be obtained by application to the proprietors, personally or by letter.

Churches.—Among the 424 churches in the city, the following are the most noteworthy: the *Cathedral of St. Peter and St. Paul* (Roman Catholic), on Logan Square, 18th St., is built of red sandstone, and is the largest church edifice in the city. It has a front of 136 ft., a depth of 216 ft., and is crowned by a dome 210 ft. high. The façade consists of a classic pediment upheld by four lofty Corinthian columns, flanked by pilastered wings. The interior is cruciform and adorned with frescoes; the altar-piece, by Brumidi, is conspicuous for its fine coloring. *St. Peter's* (Episcopal), cor. Pine and 3d Streets, is one of the old churches of the city; it was begun in 1758, and finished in 1761. In the yard is a monument to Commodore Decatur, and in the steeple a chime of bells. Other Episcopal churches notable for their fine architecture are *St. Mark's*, in the later or English-Gothic style, cor. 16th and Locust; the *Holy Trinity*, in the Norman style, cor. 19th and Walnut; the *Church of the Incarnation*, of granite and Pictou stone, Broad St., cor. of Jefferson; *St. Stephen's*, pure Gothic, on 4th St., below Market; and *St. Andrew's*, 8th St., near Spruce, a fine specimen of the Grecian-Ionic style. The new *Beth-Eden Baptist Church* at the corner of Broad and Spruce Streets is a beautiful building. The

West Arch St. Church (Presbyterian) is a very handsome and spacious structure in the Roman-Corinthian style; and the *Second Presbyterian* (21st and Walnut Sts.), the *Calvary* (in Locust St.), and the *Washington Square* (Presbyterian), are fine buildings in various styles. The *Central Congregational*, 18th and Green Sts., is a handsome structure in the Norman style. At the intersection of Broad

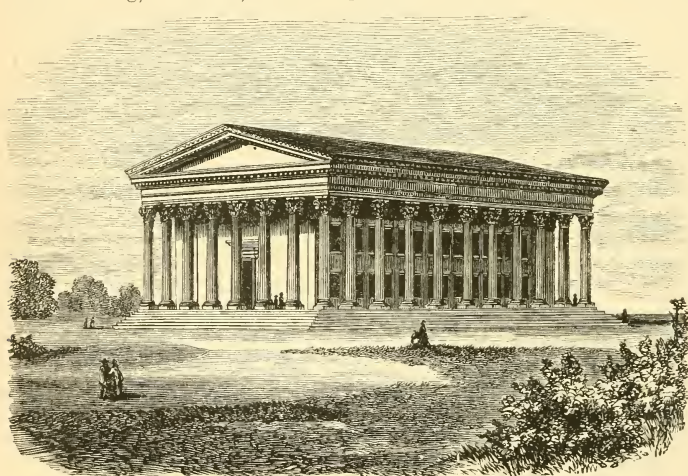


University of Pennsylvania.

The *Central Congregational*, 18th and Green Sts., is a handsome structure in the Norman style. At the intersection of Broad

and Arch Streets is a cluster of fine churches: the *Arch St. Methodist*, of white marble; the *First Baptist*, of brown-stone; and the *Lutheran Church*, of green serpentine, in the Gothic style. On Broad St., near Green, is the *Synagogue*, a handsome though peculiar structure of the Saracenic order. Among the meeting-houses of the Friends, that on the corner of Arch and 4th Sts. is best worth a visit.

Educational and Charitable Institutions.—The *University of Pennsylvania* occupies a group of new and handsome buildings near 36th and Locust Streets, in West Philadelphia. It is one of the oldest institutions of the kind in the country, having been founded as an academy in 1749, erected into a college in 1755, and into a university in 1779. It has academical, collegiate, art, scientific, medical, and law departments; and in 1874-'75 had 56 instructors and 800 students. Its library numbers 18,000 volumes; in the department of science there are a collection of American fossils and a mineralogical cabinet containing 10,000 specimens; and the medical department has a valuable museum and cabinets. **Girard College** is situated on Ridge Ave., about 2 m. in a N. W. direction from the State-House. It was founded by Stephen Girard, a native of France, who died in 1831. He bequeathed \$2,000,000 for the purpose of erecting suitable buildings "for the gratuitous instruction and support of destitute orphans;" and the institution is supported by the income of the residue of his estate after the payment of certain legacies. On Dec. 31, 1874, the estate amounted to \$6,104,862.22. The site of the college-grounds, embracing 42 acres, is on the summit of a slope commanding a fine view. The central or college building is 218 ft. long, 160 wide, and 97 high, and is a noble marble structure of the Corinthian order.



Girard College.

The roof commands a wide view of the city. In the room in the building known as "Girard's room" are preserved the books and personal effects of the founder. A statue of Girard stands at the foot of the grand stairway, and underneath the statue he is buried. The

grounds contain a monument to the graduates of the college who fell in the civil war. Permits to visit the college may be obtained at the principal hotels, of the Secretary, or of the Directors. Clergymen are not admitted. Other leading educational institutions are the *Wagner Free Institute of Science*, cor. 17th St. and Montgomery Ave.; the *Jefferson Medical College*, 10th St., near Chestnut; the *College of Physicians*, cor. Locust and 13th Streets; the *Hahnemann Medical College*, Filbert St., near 11th; and the *Polytechnic College*, West Penn Square, near Market St.

Of the charitable institutions, those best worth a visit are the **Blockley Almshouse** (take Walnut St. cars to 34th St.; tickets of admission at 42 N. 7th St.), an immense structure, consisting of four main buildings, each 500 ft. front, covering and inclosing about 10 acres of ground; the *Blind Asylum*, cor. 20th and Race Sts., which is not an asylum but a school, in which the unfortunate persons for

whose benefit it was founded are instructed in useful trades, in music, and in the usual branches taught in schools; the *Institution for the Deaf and Dumb*, cor. Broad and Pine (tickets at *Ledger* office); the *Pennsylvania Hospital for the Insane*, Haverford Road, W. Philadelphia (take Market St. cars; tickets at *Ledger* office); the *Pennsylvania Hospital*, cor. 8th and Spruce Sts., an admirable institution, founded in 1751; the *Episcopal Hospital* (2649 N. Front St.), whose buildings are magnificent specimens of the Norman-Gothic style of architecture; the *Preston Retreat*, cor. Spring Garden and 20th Sts.; the *Northern Home for Friendless Children*, cor. 23d and Brown Sts.; and the *Philadelphia Dispensary*, 127 S. 5th St., the oldest institution of the kind in America, having been established in 1786.

Parks and Public Squares.—The great park of Philadelphia, and one of the largest in the world, is *Fairmount Park*, embracing 2,740 acres. It extends along both banks of the Schuylkill River for more than 7 m., and along both banks of Wissahickon Creek for more than 6 m., commencing at Fairmount, an elevation on the Schuylkill from which the park derives its name, and extending to Chestnut Hill on the Wissahickon, a total distance of nearly 14 m. It possesses much natural beauty, being well wooded and having a great variety of surface; but its beauty is that of the rural resort rather than of the city park, art, other than that of landscape-gardening, having as yet done little for it. The main entrance to the park is at its lower end, and is reached by horse-cars from all parts of the city. Just inside, on the r. is Fairmount Hill, on the summit of which are the 4 reservoirs of the Schuylkill Water-Works which supply the greater portion of the city with water. The reservoirs cover an area of over six acres, have a capacity of nearly 27,000,000 galls., and are surrounded by a beautiful graveled walk, from which may be had a fine view of the city. The power necessary for forcing the water into the reservoirs is obtained by a dam (1,600 ft. long) across the Schuylkill; and by means of wheels moved by the water, which work forcing-pumps, the water of the river is raised to the top of the "mount." The group of buildings containing the machinery lie just in front of the visitor as he enters the park. The grounds around them contain several fountains and pieces of statuary; and N. of the reservoirs is a small fire-proof art gallery, containing among other noteworthy pictures Rothermel's "Battle of Gettysburg," West's "Christ Rejected by the Jewish People," and Pauwel's great allegorical painting of the "New Republic." Beyond this point is an open plaza, surrounded by flower-beds and shrubbery, and containing Randolph Rogers's colossal bronze statue of Abraham Lincoln; and beyond this still is *Lemon Hill*, on the summit of which is the mansion (now used as a restaurant) in which Robert Morris lived during the Revolutionary War. The principal points of interest in the park, besides those we have mentioned, are Sedgeley Hill, a little above Lemon Hill on the carriage-road; the *Solitude*, a villa built in 1785 by John Penn, grandson of William Penn; the *Zoölogical Gardens*, containing a fine assortment of American and European animals (admission 25c. for adults and 10c. for children); *George's Hill*, and the *Belmont Mansion* (now a restaurant), from both of which there are noble views; *Belmont Glen*, a picturesque ravine; the various bridges across the Schuylkill River; and the romantic drive up the Wissahickon. (See also "Centennial Exposition," page 32.) Park-carriages, starting from the Fairmount entrance, traverse the most interesting portions of the park (50c. for the round trip). Carriages may also be hired for \$1.50 per hour.

Logan Square, 18th St. between Race and Vine, contains 7 acres, neatly laid out and beautifully shaded; the Sanitary Fair was held here in June, 1864, and the great Roman Catholic Cathedral fronts the square. *Independence Square*, in the rear of Independence Hall, is inclosed by a solid brick wall, and contains some majestic trees. It was within this inclosure that the Declaration of Independence was first publicly read, July 4, 1776. *Washington Square*, diagonally opposite Independence Square, is surrounded by a handsome iron railing with 4 principal entrances, and is admirably kept. It is celebrated for containing every (or nearly every) tree that will grow in this climate, whether indigenous or not. There is a map of the square showing the position of each tree. *Franklin Square*, at 6th and Race Streets, is an attractive promenade, with a fountain in its centre, surrounded

by a marble basin, and adorned with a great variety of trees. *Rittenhouse Square*, at 18th and Walnut Streets, is in the aristocratic quarter of the city, and is bordered by elegant private residences.

Miscellaneous Places of Interest.—Philadelphia boasts of more beautiful cemeteries than any other city in the country. The principal one is **Laurel Hill**, established in 1835, occupying a slope on the E. bank of the Schuylkill, adjoining the upper part of Fairmount Park; it embraces nearly 200 acres and is divided into North, South, and Central Laurel Hill. It contains many fine monuments; but the distinguishing feature of the cemetery is its unique garden landscape, and the profusion of beautiful trees, shrubs, and flowers, which adorn it. Among the former are some cedars of Lebanon, the first which bore fruit in the United States. Admission every day, except Sunday, from 9 o'clock till sunset. *Glenwood* (21 acres) is prettily situated on the ridge which divides the waters flowing into the Delaware from those flowing into the Schuylkill (reached by Ridge Ave. cars). *Monument Cemetery* (Broad St. opposite Berks), *Mount Vernon* (nearly opposite Laurel Hill), and *Woodlands* (Darby Road, West Philadelphia, reached by Darby cars), are all worth a visit. The latter contains the Drexel mausoleum, the finest in America.

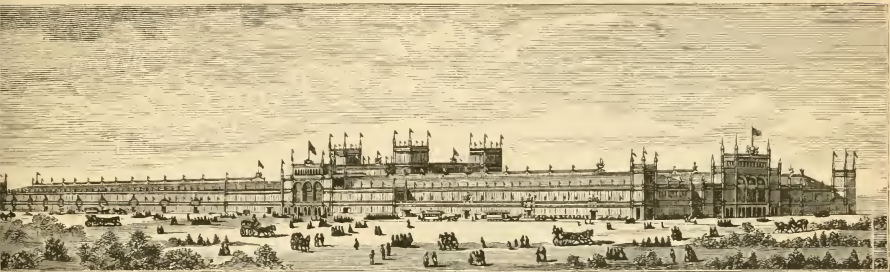
The *United States Navy-Yard* is located on the Delaware at the foot of Federal St., and incloses about 12 acres. It contains extensive workshops, docks, and arsenals, barracks and artillery-parks, and a sectional floating-dock, built in 1850, at a cost of \$1,000,000. At one of the docks is the frigate *Constitution* ("Old Ironsides"), the most renowned vessel of the American Navy. This yard will be sold as soon as *League Island* (lying in the Delaware at the foot of Broad St.) is ready for occupancy. *League Island*, a low tract of land (600 acres) at the confluence of the Delaware and Schuylkill, was presented by the city to the U. S. Government on condition of its being converted into a great naval depot. Comparatively little work has yet been done on it, but a fleet of monitors and iron-clads is usually anchored in the "Back Channel," which separates the island from the mainland.

Centennial Exposition of 1876.—The Exhibition Buildings are located in Fairmount Park at the head of Girard Ave., which leads directly from the heart of the city to the main entrance. The grounds set apart for them embrace 236 acres, stretching S. E. from the foot of George's Hill to the Schuylkill River, and are beautifully laid out. The arrangements for conveying visitors to and from the grounds are very complete. The Pennsylvania and Reading Railroads each have an immense depot directly adjoining the grounds; and as the tracks of these roads connect with every other line entering Philadelphia, visitors arriving by rail, from whatever quarter, are landed at the gates without change of cars. All the leading lines of horse-cars have termini at the entrance and afford an easy means of access from all points within the city. Besides the regular carriages, the Exhibition Transfer Co. have light and elegant wagonettes, seating 10 passengers, which run between the depots and various points in the city and the Exhibition grounds (fare 50 c.). In addition to these a line of steamboats runs from the water-works at Fairmount to Belmont landing, affording a pleasant route to the Exhibition. Within the grounds, a narrow-gauge dummy-railroad makes the circuit of the buildings, and carries visitors from one to the other (fare 5 c.).

The first of the buildings reached in coming from the city is the Main Exhibition Building; but the only point from which to obtain a comprehensive view of them all is from the summit of George's Hill, on the W. margin of the grounds, the point of view taken in the accompanying picture. The Main Building and Machinery Hall are in a line forming the southern boundary; the others are dotted somewhat irregularly over the grounds, and present a very agreeable diversity of lines and angles. The central point is near the S. E. end of the U. S. Government Building, and here the principal walks intersect.

The *Main Building* (in which are displayed the departments of Mining and Metallurgy, Manufactures, and Education and Science) is an immense parallelogram 1,876 ft. long and 464 ft. wide, covering an area of nearly $21\frac{1}{2}$ acres. The larger portion is one story high, the interior height being 70 ft., and the cornice on the outside 48 ft. from the ground. Towers, 75 ft. high, rise at each corner of the

building; and in the centre the roof for a space 184 ft. square is raised above the surrounding portion, and 4 towers 48 ft. square, rising to a height of 120 ft., are introduced into the corners of this elevated roof. At the centre of the longer sides are projections 416 ft. in length, and at the ends projections 216 ft. in length. In these are located the main entrances, which are provided with arcades upon the



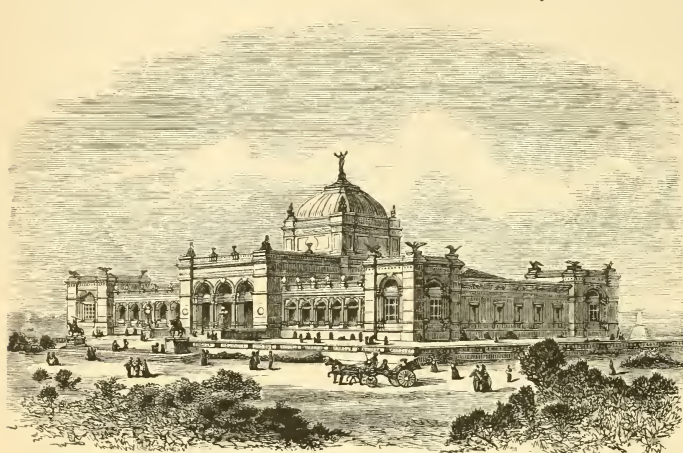
Main Exhibition Building.

ground floor, and central façades 90 ft. high. The E. entrance is the principal approach for carriages, visitors alighting under cover of the arcade. The S. entrance is the principal approach from railway-cars. The W. entrance opens upon the main passage-way to Machinery and Agricultural Halls; and the N. entrance to Memorial Hall (Art Gallery). There are numerous side entrances, each surmounted with a trophy showing the national colors of the country occupying that portion of the building. The ground plan of the building shows a central avenue, 1,832 ft. long and 120 ft. wide. On either side of this is another avenue of equal length and 100 ft. wide. Between the central and side avenues are aisles 48 ft. wide, and on the outer sides of the building smaller aisles of 24 ft. width. Three transepts 416 ft. long cross the building, and at their intersection with the longitudinal avenues make 9 spaces, free from supports, which are from 100 to 120 ft. square. The materials used in the construction of the building are iron (of which nearly 8,000,000 lbs. were required), glass, and wood; and the interior walls and roof are tastefully decorated.

Machinery Hall is located about 550 ft. W. of the Main Building, and as its north front is upon the same line it is practically a continuation of that edifice. The building consists of a main hall 1,402 ft. long and 360 ft. wide, with an annex on the S. side 208 by 210 ft. The entire area covered is about 14 acres. The greater portion of the building is one story high, the main cornice on the outside being 40 ft. from the ground, and the interior height to the top of the ventilators in the avenues 70 ft. and in the aisles 40 ft. There are projections on each of the 4 sides, and the main entrances are finished with façades 78 ft. high. The E. entrance is the main approach from the railways and from the Main Building. Along the S. side are the boiler-houses and other buildings for special kinds of machinery. The ground-plan of the Hall shows 2 main avenues 90 ft. wide with a central aisle between and an aisle on either side, these being 60 ft. wide. Each of these avenues and aisles is 1,360 ft. long. At the centre of the building is a transept 90 ft. wide, which at the S. end is prolonged 208 ft. beyond the building, forming an annex containing hydraulic machinery. In the centre of it is a tank 160 by 60 ft., with 10 ft. depth of water, and at the S. end of the tank is a waterfall 35 ft. high and 40 ft. wide supplied by the pumps on exhibition. Where the transept crosses the central avenue is the great Corliss engine (1,400 horse-power) which drives the main shafting.

The *Memorial Hall* (Art Gallery) was erected by the State and city at a cost of \$1,500,000, and is the most imposing and ornate of all the Exhibition buildings. It stands on an elevated terrace a short distance N. of the main building, and, as it is to be permanent, is constructed throughout of stone, brick, and iron. It is in the modern Renaissance style, 365 ft. long and 210 ft. wide, and surmounted by a dome

(of glass and iron) 150 ft. high, at the top of which is a colossal ball from which rises the figure of Columbia. At each corner of the base of the dome is a colossal figure representing the 4 quarters of the globe; while over the corners of the 4 corner-pavilions are colossal cast-iron eagles with wings outstretched. The frieze around the entire building is richly ornamented. The main entrance is on the S. front and consists of three enormous arched doorways, each 40 ft. high and 18 ft.



Memorial Hall (Art Building).

wide, opening into a hall. Between the arches of the doorways are clusters of columns terminating in emblematic designs illustrative of Science and Art. The doors are of iron, relieved by bronze panels, displaying the coats of arms of all the States and Territories. On each front of the building the entrances open into halls 82 ft. long, 60 ft. wide, and 53 ft. high. These, in turn, open into the centre hall, which is 83 ft. square and 80 ft. high. From the E. and W. sides of this centre hall extend the galleries, each 98 ft. long, 48 ft. wide, and 35 ft. high. From the galleries doors open into two smaller galleries, 89 ft. long and 28 ft. wide. These open N. and S. into private apartments connecting with the pavilion-rooms, and forming two side galleries 210 ft. long. There are also a number of smaller rooms, designed for studios, etc. In each pavilion is a window 12½ ft. by 34 ft. in which is a display of stained glass and glass paintings. This fine building gives 75,000 sq. ft. of wall-space for pictures, and 20,000 sq. ft. of floor-space for statues, etc.; but even this proved insufficient, and a large brick building is connected with it on the rear.

The *Horticultural Building*, also permanent, stands a short distance N. of Memorial Hall, and is 383 ft. long, 193 ft. wide, and 72 ft. high to the top of the lantern. It is in the Moresque style of architecture, the chief material being iron and glass, supported by fine marble and brickwork. The decorations (polychrome frescoes and arabesques in the Moorish style) are charming; and in its grace of contour and warmth of color it affords a pleasing contrast to the severe lines and sober hue of the Art Hall. The main floor is occupied by the central conservatory, which is flanked on the N. and S. sides by 4 forcing-houses for the propagation of young plants, covered by curved roofs of iron and glass, which are a fine feature of the exterior of the building. The E. and W. entrances are approached by flights of blue marble steps, from terraces, in the centre of each of which is a small, open kiosk. Surrounding the building are 35 acres of ground devoted to horticultural purposes.

Agricultural Hall stands N. of the Horticultural Building, from which it is separated by a romantic ravine crossed by a bridge. It consists of a nave 820 ft. long, crossed at right angles by three transepts, each 540 ft. long. The framework of nave and transepts is a succession of slight and extremely pointed Gothic arches of wood. The interior resembles that of an immense Gothic cathedral, and in looking from transept to transept the view is very imposing.

Of the miscellaneous buildings the most noticeable is the *Women's Pavilion*,

which faces Belmont Ave. N. of Machinery Hall. It is of wood, and consists of two naves (each 192 ft. long and 64 ft. wide) intersecting each other at right angles. In it is exhibited "everything women make that is worth showing." W. of this is the *U. S. Government Building*, a cruciform wooden structure with a glass domé. The portions occupied by the different departments are indicated by the decorations on the adjacent walls. Near the main entrance on Elm Ave. is the *Jury Pavilion*, an ornate two-story structure, which contains, besides numerous small chambers for the use of the International Juries, a spacious hall suitable for receptions, banquets, etc. In addition to all these, numerous special buildings have been erected by the various States, by foreign nations, and by private enterprise. There are 6 large restaurants within the inclosure, besides from 2 to 4 buffets in each of the Exhibition buildings. The grounds are adorned with a number of fountains and statues, and contain 7 m. of roads and foot-paths, and quite a number of bridges, summer-houses, etc.

PHILADELPHIA TO BALTIMORE.

(Via Philadelphia, Wilmington & Baltimore R. R. Distance, 98 m. Time, $3\frac{1}{2}$ to 5 hrs. Fare, \$3.25.)

The country traversed on this route has few scenic attractions, though the numerous highly-cultivated farmsteads and clustering towns indicate a populous and long-settled region. *Chester* (14 m.) is the oldest town in Pennsylvania, having been settled by the Swedes in 1643; and 4 m. beyond it is the Brandywine, famous for the battle fought on its banks in September, 1777. *Wilmington* (28 m.) is the chief city of the State of Delaware. It has 30,841 inhabitants, and its manufacturing interests are very extensive and various, embracing ship-building, car-manufactories, cotton and woolen factories, flour-mills, powder-mills, and shoe and leather factories. There is a restaurant in the depot, and the trains usually stop from 5 to 10 minutes. *Newark* (40 m.) is the seat of Delaware College; and 4 m. beyond it the train crosses the celebrated *Mason and Dixon's line*, long the boundary between the Northern and Southern States. At *Havre de Grace* (62 m.) the Susquehanna River is crossed on a lofty wooden bridge nearly a mile long. In entering Baltimore a view of the Patapsco River and Fort McHenry may be obtained from the car-window on the l.

BALTIMORE.

BALTIMORE, the chief city of Maryland, and in population and commerce one of the most important in the United States, is picturesquely situated on the N. branch of the Patapsco River, 14 m. from its entrance into Chesapeake Bay, and about 200 m. from the Atlantic. It embraces an area of about 12 sq. m., nearly half of which is thickly built upon. Jones's Falls, a small stream running N. and S., spanned by numerous bridges, divides the city into two nearly equal parts known as East and West Baltimore. The harbor is capacious and safe, consisting of an inner basin into which vessels of considerable burden can enter, and an outer harbor accessible to the largest ships. The entrance is defended by Fort McHenry, which was unsuccessfully bombarded by the British fleet in the War of 1812.

The present site of Baltimore was chosen in 1729, and its name was given it (in 1745) in honor of Lord Baltimore, the proprietary of Maryland. In 1780 it became a port of entry. In 1782 the first pavements were laid in Baltimore St., and in the same year the first regular communication with Philadelphia was established through a line of stage-coaches. The charter of the city dates from 1797. The population, which at that time was 26,000, had increased by 1850 to nearly 200,000; in 1860 it was 212,418, and in 1870, 267,354. The commerce of the city is very active. Two lines of European steamers now start from her harbor; and through her two great arteries of traffic (the Baltimore & Ohio and the Northern Central Railroads) she is successfully competing for the trade of the North and Northwest. Large shipments of grain are made to Europe, and tobacco, cotton, petroleum, bacon, butter, cheese, and lard, are also exported. Baltimore is the chief point for working the rich copper-ores of Lake Superior, and produces nearly 4,000 tons of refined copper yearly; the

smelting-works are in Canton, and employ 1,000 men. There are also iron-works, rolling-mills, nail-factories, locomotive-works, cotton-factories, and other industrial



Baltimore.

establishments (2,261 in all). The canning of oysters, fruits, and vegetables, is estimated to reach the annual value of \$5,000,000; and 500,000 hides are annually made into leather and sent to New England.

Hotels, Restaurants, and Clubs.—The *Carrollton House*, cor. Baltimore and Light Sts., is a new and handsome hotel (\$4 a day). *Barnum's Hotel*, cor. Calvert and Fayette Sts., is the largest in the city (\$4 a day). The *Eutaw House*, cor. Baltimore and Eutaw Sts., is a long-established house recently refitted (\$3.50 a day). The *St. Clair*, on Monument Square, has accommodations for 300 guests; and the *Maltby House* (\$3 a day), in Pratt St. near Light, and the *Howard House* (\$2 a day), in Howard St. near Baltimore, are good houses. The *Mount Vernon Hotel*, in Monument St. near Mount Vernon Place, is a small but elegant house on the European plan. *Guy's*, on Monument Square, is also on the European plan, and has a good restaurant attached.

Of the restaurants, *Butcher's*, in Baltimore St. above Calvert, is principally visited by ladies, as is also the case with *Rennert's*, near Monument Square. *Pep-per's*, 124 W. Baltimore St., and *Wilson's*, cor. Baltimore and North, are well patronized. The leading city clubs are the *Union*, Charles St. cor. Franklin; the *Maryland Club*, cor. Cathedral and Franklin Sts.; the *Allston* (musical and artistic), 59 Franklin St.; and the *Germania* (German), 765 Lombard St.

Railroad Depots.—The passenger depot of the *Baltimore & Ohio R. R.*, in Camden St. between Eutaw and Howard, is one of the finest structures of the kind on the continent. The depot of the *Philadelphia, Wilmington & Baltimore R. R.* is in President St., and that of the *Northern Central R. R.* in Calvert St.

Modes of Conveyance.—Eleven lines of horse-cars afford easy access to all parts of the city (fare 7 c.). Passengers can pass from one route to another by means of exchange-tickets furnished by the conductor on application. *Public carriages* wait at the depots and at stands in various parts of the city. Tariffs of fares are placed inside the carriages; in case of disagreement with the driver, apply to a policeman. The rates are, for carrying 1 passenger from any railroad station or steamboat to any house or hotel in the city, 75 c.; each additional passenger, 25 c.; each bundle or box, 15 c. For 1 hour \$1.50, and \$1 for each additional hour. Children over 10

half price. *Stages* run daily to Long Green and Harford Road, to Franklin and Powhatan, and to Pikesville; to Bellair three times a week (Tuesday, Thursday, and Saturday); and to Kingsville, Kellville, and Franklinville, on Mondays, Wednesdays, and Fridays.

Streets and Drives.—*Baltimore St.* is the main business thoroughfare of the city, and on it are located the principal retail stores, hotels, restaurants, etc. *North Charles St.* is the most attractive and fashionable promenade, though *Mount Vernon Place*, the vicinity of the Monument, and *Broadway*, are also frequented. The favorite drives are through Druid Hill Park, out Charles St. to Lake Roland (6 m.), on the old York Road to Govanstown (4 m.), and over a well-shaded, well-paved turnpike to Franklin (5 m.).

Public and Prominent Buildings.—The Exchange, in Gay St. between 2d and Lombard, is a large and elegant structure, with a façade of 240 ft. It has colonnades of six Ionic columns on the E. and W. sides, the shafts of which are single blocks of fine Italian marble, of admirable workmanship. The whole is surmounted by an immense dome, 115 ft. high and 53 ft. in diameter, which is brilliantly frescoed and overarches a spacious rotunda. The Post-Office, the U. S. Custom-House, and the Merchants' Bank are all located in this building; which also contains a fine Reading-Room 50 ft. square. The new *City Hall*, completed in 1875, is one of the finest municipal buildings in the country. It fills the entire square inclosed by Holliday, Lexington, North, and Fayette Sts., is 225 by 140 ft., and cost nearly \$3,000,000. The material used in its construction is white marble; the architecture is of a mixed Renaissance and Composite order; and a tower and dome 222 ft. high surmount the building. The new *U. S. Court-House*, cor. North and Fayette Sts., is a massive granite structure. The *Court-House*, cor. Monument Square and Lexington St., is a commodious building of marble and brick, ornamented with white-marble pilasters in the Ionic style, and surmounted by a cupola of imposing appearance. The *City Prison*, or "Jail," in Madison St. E. of Jones's Falls, is a substantial structure of hammered stone, 404 ft. long. The *Penitentiary*, adjoining the Jail on the S. E., consists of three large brick buildings, occupying nearly 4 acres, and surrounded by a stone wall 20 ft. high. The *Corn and Flour Exchange*, in South St. cor. Wood, is a handsome and solid building; and the *Rialto Building*, cor. 2d and Holiday Sts., is a fine specimen of Renaissance architecture. The *Masonic Temple*, in Charles St. near Saratoga, is a stately edifice completed in 1870 at a cost of \$400,000. The main hall is used for concerts and lectures.

Theatres and Places of Amusement.—*Ford's Grand Opera-House*, Fayette St. near Eutaw, is a large building, plain in exterior but elegantly fitted up, and capable of accommodating 2,500 persons. The *Academy of Music*, in Howard St., seats 1,500 persons. The *Front Street Theatre*, Front St. near Gay, is devoted to varieties and spectacles. At the *Concordia Opera-House*, cor. Eutaw and German Sts., German opera and drama are usually given. Concerts and lectures are given in the Hall of the *Masonic Temple*, at the *Peabody Institute* (Mount Vernon Place), in the hall of the *Maryland Institute*, and at the *New Assembly Rooms*, cor. Hanover and Lombard Sts. The *race-course* of the Maryland Jockey Club is at Pimlico, 2 m. from the N. W. boundary of the city.

Libraries, Art-Galleries, etc.—The *Baltimore Athenæum*, cor. Saratoga and St. Paul Sts., is of the Italian style of architecture; it contains the *Mercantile Library* (26,000 volumes: open from 10 A. M. to 10 P. M.), the *Baltimore Library* (15,000 volumes), and the collections of the *Maryland Historical Society*, comprising a library of 10,000 volumes, numerous historical relics, and some fine pictures and statuary. In the picture-gallery are held annual exhibitions of American paintings. The largest library in the city is that of the *Peabody Institute* (cor. Charles and Monument Sts.); it contains 56,000 volumes, and is free to all. There is a library of 22,000 volumes in *Odd-Fellows' Hall*, in Gay St., and the *Maryland Institute* possesses a good library and reading-room. The *Academy of Sciences*, in Mulberry St. opposite Cathedral St., has on exhibition a fine museum of natural history, including rich collections of birds and minerals, and a complete representation of the fauna and flora of Maryland.

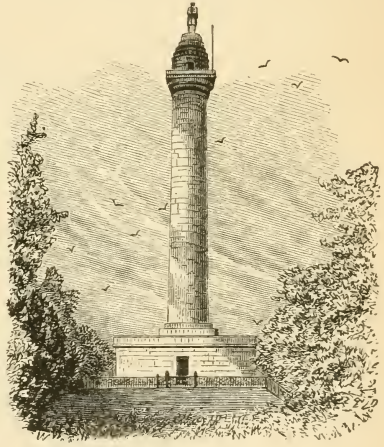
An *Academy of Art*, in connection with the Peabody Institute, is in process of organization. Good pictures by American and French artists are usually on exhibition at the sales-galleries of Myers & Hedian, 46 N. Charles St., and of Butler & Perigo, cor. Charles and Fayette Sts. The private gallery of Mr. W. T. Walters, No. 65 Mount Vernon Place, is one of the richest in the United States. Admission may be obtained by sending a letter, inclosing card, to the owner.

Churches.—The most imposing church edifice in the city is the **Catholic Cathedral**, cor. Cathedral and Mulberry Sts. It is built of granite, in the form of a cross, and is 190 ft. long, 177 broad at the arms of the cross, and 127 high from the floor to the top of the cross which surmounts the dome. At the W. end rise two tall towers, crowned with Saracenic cupolas, resembling the minarets of a Mohammedan mosque. It contains one of the largest organs in America, and two excellent paintings: "The Descent from the Cross," presented by Louis XVI., and "St. Louis burying his Officers and Soldiers slain before Tunis," the gift of Charles X. of France. The Roman Catholic churches of *St. Alphonsus* (cor. Saratoga and Park Sts.), of *St. Vincent de Paul* (in N. Front St.), and of *St. Ignatius Loyola*, are rich in architecture and decorations. *Grace Church* (Episcopal), cor. Monument and Park Sts., is a fine specimen of Gothic architecture, in red sandstone. Close by, at the cor. of Reed and Cathedral Sts., is *Emanuel Church* (Episcopal), also Gothic, built of gray sandstone. *Christ Church* (Episcopal) is a new and elegant marble structure, cor. St. Paul and Chase Sts. *St. Paul's* (Episcopal), cor. Charles and Saratoga Sts., is a pleasing example of the Norman style; this is the Bishop's church. Other handsome Episcopal churches are *St. Peter's*, of marble, cor. Druid Hill Ave. and Lanvale St.; and *St. Luke's* (Ritualistic), near Franklin Square. The **First Presbyterian**, cor. Madison and Park Sts., is the most elaborate specimen of the "Lancet Gothic" style of architecture in the country. The tower is to be 268 ft. high; and the interior is richly ornamented. The **Unitarian Church**, cor. N. Charles and Franklin Sts., is a handsome structure. In front is a colonnade consisting of 4 Tuscan columns and 2 pilasters, which form the arcades. From the portico, the entrance is by bronze doors, 3 conducting to the body of the building, and 2 to the galleries. The **Charles Street Methodist Church**, cor. Charles and Monument Sts., is of green serpentine stone, with outside facings of buff Ohio and red Connecticut sandstone. The front is ornamented with 18 polished shafts of Aberdeen granite. The main tower is 167 ft. high; the side towers 110 ft. each. The *Baptist Church*, cor. Dolphin and Eutaw Sts., is noted for its beautifully proportioned marble spire 186 ft. high. The *Synagogue*, Loyd St. near Baltimore St., is large and imposing.

Educational and Charitable Institutions.—The Medical Department of the "University of Maryland" occupies a massive building cor. Green and Lombard Sts. It was founded in 1812, and is one of the most famous schools of the kind in the country. The "Washington University" was established in 1828, but has never been very flourishing, and its Medical School, which in 1871 had 9 instructors and 170 students, is the only department ever organized. The *College of Loyola* (Jesuit), cor. Madison and Calvert Sts., is a flourishing institution. *St. Mary's College* (Roman Catholic), cor. Franklin and Greene Sts., was founded in 1791, and prospered for many years, but is now somewhat decayed. The *Baltimore Female College* (Methodist) in its course of study and power of conferring degrees is similar to the colleges for male students. The **Peabody Institute**, a massive white-marble building cor. Charles and Monument Sts., was founded by George Peabody, the eminent London banker; it is designed for literary and scientific purposes, and contains a fine library, to which a fine-arts gallery is to be added. The **Maryland Institute**, cor. Baltimore and Harrison Sts., is designed for the "promotion of the mechanic arts." It is a large structure, 355 ft. long by 60 wide. The first floor is used as a market, and in the main hall, which is 260 ft. long, is held an annual exhibition of the products of American mechanical industry. It also contains a library (14,000 volumes), lecture-rooms, a school of design, a chemical school, etc. The *Johns Hopkins University*, one of the most liberally endowed institutions of the kind in the United States, is not yet organized. It was founded by the late Johns Hopkins, a wealthy citizen, who bequeathed nearly all his immense property to educational and benevolent objects.

The more prominent charitable institutions are the *Maryland Hospital for the Insane*, in E. Monument St.; the *Maryland Institution for the Instruction of the Blind*, a large marble building in N. Charles St.; the *Mount Hope Hospital*, conducted by the Sisters of Charity, in Madison St. near the city limits; the *Baltimore Infirmary*, also under the supervision of the Sisters of Charity, in Lombard St.; and the orphan asylums of *St. Anthony of Padua* (Canal St. near Madison) and *St. Vincent de Paul* (No. 23 N. Front St.). The *Church Home*, Broadway near Baltimore St., is a Protestant Episcopal institution endowed for the relief of the destitute, afflicted, and orphans. The *Almshouse*, an immense brick structure, is finely situated near the Philadelphia road a short distance from the E. limits of the city. The *House of Refuge* is located amid attractive scenery near the Frederick turnpike, about 2 miles from the city. The *Maryland State Insane Asylum* is a massive pile of buildings situated near Catonsville, about 6 m. from the city. The *Sheppard Asylum for the Insane*, founded by Moses Sheppard, a wealthy Quaker, occupies a commanding site near Towsontown, 7 m. from the city; and the *Mount Hope Retreat* for the insane and sick is 6 m. from the city on the Reistertown Road. The *Johns Hopkins Hospital*, the finest in America, is building on the site of the old Maryland Hospital. Its endowment is over \$2,000,000.

Monuments.—From her several monuments, Baltimore is often called the “Monumental City.” The **Washington Monument**, in Mount Vernon Place, is chief among structures of this kind. It stands upon a terrace 100 ft. above tide-water; its base is 50 ft. square and 20 ft. high, supporting a Doric shaft 176½ ft. in height, which is surmounted by a colossal statue of Washington, 16 ft. high. The total elevation is thus 312½ ft. above the level of the river. It is built of brick, with an outer casing of white marble, and cost \$200,000. From the balcony of the monument, a magnificent view of the city, harbor, and surrounding country is obtained. Access by a circular stairway within (admission fee, 15c.). **Battle Monument**, erected to the memory of those who fell defending the city in September, 1814, is at the cor. of Calvert and Fayette Sts. The square sub-base on which the pedestal or column rests rises 20 ft. from the ground, with an Egyptian door at each front, on which are appropriate inscriptions and representations, in *basso-relievo*, of some of the incidents of the battle. The column rises 18 ft. above the base. This, which is of marble, in the form of a Roman fasces, is encircled by bands, on which are inscribed, in sculptured letters, the names of those whose patriotic achievements it serves to commemorate. It is surmounted by a female figure in marble, emblematic of the city of Baltimore, the work of an Italian artist named Capellano. The whole height of the monument is 52½ ft. The **Willey Monument**, on Broadway near Baltimore St., commemorates Thomas Willey, the founder of the order of Odd-Fellows in the United States. It consists of a plain marble pediment and shaft surmounted by a statue of Willey.



Washington Monument.

Parks, Cemeteries, etc.—The principal park of the city is **Druid Hill Park** (reached by Madison Ave. cars). It is pleasantly situated in the northern suburbs of the city; contains 680 acres; was opened in 1861; and has cost about \$1,500,000. The architectural decorations of the park are few; its charms lying chiefly in its rural beauty, its secluded walks, drives, and bridle-paths. The surface is undulating and well wooded, the trees being among the oldest and finest in any public park in America. Many of the eminences overlook the surrounding country, and from the tower at the head of Druid Hill Lake there is a superb view of the city and harbor.

Patterson Park, at the E. end of Baltimore St., embraces 70 acres, pleasantly laid out, and commands extensive views in every direction. In the park may be seen remains of earthworks thrown up for the defense of the city in the War of 1812. *Federal Hill* stands on the S. side of the inner basin, is crowned by a signal-station, and commands fine views of the shipping, city, river, and bay. *Fort McHenry*, at the entrance of the harbor, 3 m. from the city, is worth a visit; the sentinels will usually admit strangers. The principal cemeteries are *Greenmount Cemetery*, in the N. outskirts of the city (reached by York Road horse-cars), and *London Park Cemetery*, about 2 m. from the city (Franklin Square and Ellicott City cars). Both have imposing entrances, contain many handsome monuments, and are picturesquely laid out. The *Shot Tower*, cor. Front and Fayette Sts., is a conspicuous object, visible from all parts of the city; it is 246 ft. high, and contains over a million bricks.

BALTIMORE TO WASHINGTON.

The traveler has a choice of two routes in going from Baltimore to Washington: the Washington Branch of the *Baltimore & Ohio R. R.*, and the *Baltimore & Potomac R. R.* The distance by the former is 40 m., and by the latter 43 m.; time $1\frac{1}{2}$ to 2 hrs.: fare \$1.30. The country traversed is flat, with few picturesque, and no striking features. On leaving the Baltimore station the trains of the Baltimore & Potomac line pass through the great tunnels beneath the city (7,400 ft. long), and just before entering Washington through another tunnel 1,500 ft. long. The first view of the Capitol in approaching the city is very fine, and should not be lost.

WASHINGTON CITY.

WASHINGTON CITY, the political capital of the United States, is situated on the N. bank of the Potomac River, at its confluence with the Eastern Branch. Its site is an admirable one, consisting of an extensive undulating plain surrounded by rolling hills and diversified by irregular elevations which furnish advantageous positions for the various public buildings. The plan of the city is unique ("the city of Philadelphia griddled across the city of Versailles"), and is on a scale which shows that it was expected that a vast metropolis would grow up there. It covers an area $4\frac{1}{2}$ m. long by $2\frac{1}{2}$ broad, embracing nearly 11 sq. m.; a very small portion of this, however, is as yet built upon. The site, if not chosen by Washington himself, seems to have been selected through his agency, and it was he who laid the corner-stone of the Capitol. This was on Sept. 18, 1793, seven years before the seat of government was removed thither from Philadelphia. Under Washington's direction the city was planned and laid out by Andrew Ellicott. It appears to have been Washington's desire that it should be called the "Federal City," but the name of "the city of Washington" was conferred upon it on Sept. 9, 1791. Its ancient name was Conococheague, derived from a rapid stream of that name which ran near the city, and which, in the Indian tongue, means the Roaring Brook. The city was incorporated May 3, 1802. Its population in 1860 was 60,000, and in 1870, 109,199. This is increased during the sessions of Congress by a floating population amounting to many thousands. The commerce and manufactures of Washington are unimportant.

The best time to visit Washington, if one wishes to see its most characteristic aspect, is during the sessions of Congress. These begin on the first Monday in December, and last until March 4, in the odd-numbered years, and until June or July in the even-numbered years. During this period the galleries of the Senate and House of Representatives are open to visitors. The sessions of both Houses begin at noon and usually close before sunset, but sometimes they are prolonged far into the night. A flag displayed over the N. wing of the Capitol indicates that the Senate is in session; over the S. wing that the House is in session. When the sittings are prolonged into the night, the great lantern over the dome is illuminated, affording a brilliant light which is visible for many miles. The best time for seeing the natural beauties of Washington is May, or early June, and October.

Hotels and Restaurants.—The *Arlington*, in Vermont Ave. between H and I Sts., is a new and handsome hotel in the fashionable quarter (\$5 a day). *Willard's*, cor. Pennsylvania Ave. and 14th St., is a famous house (\$4.50 a day). The *Ebbitt House*, cor. F and 14th Sts., is a favorite resort of army and navy officers. Other good hotels on the regular or American plan are the *National*, cor. Pennsylvania Ave. and 6th St. (\$3.50 a day); the *Metropolitan*, Pennsylvania Ave. near 6th St. (\$4 a day); the *Congressional*, cor. First and B Sts. (\$4 a day); the *Imperial*, E St. between 13th and 14th Sts.; the *Washington*, cor. Pennsylvania Ave. and 3d St.; *Wormley's*, cor. 15th and H Sts.; and *Kirkwood's*, cor. Pennsylvania Ave. and 12th St. The best hotels on the European plan are the *St. Marc*, cor. Pennsylvania Ave. and 7th St.; the *St. James*, cor. Pennsylvania Ave. and 6th St.; the *St. Cloud*, cor. 7th and F Sts.; and the *Owen House*, Pennsylvania Ave. near 15th St. *Boarding-houses* may be found in all parts of the city (\$8 to \$20 a week).

Welcker's, 15th St. near H, is the best restaurant in the city, famous for its *cuisine* and wines. *Wormley's*, 15th St. cor. H, is a fashionable resort. The *St. George*, F St. near 9th, is much frequented by ladies. *Harvey's*, cor. Pennsylvania Ave. and 11th St., and *Dubant's*, cor. Pennsylvania Ave. and 6th St., are good lunch-saloons. *Downing's*, in the basement of the Capitol, is a famous restaurant, much patronized by Congressmen.

Railroad Depots.—The depot of the *Baltimore & Potomac R. R.* (cor. 6th and B Sts.) is a spacious and highly-ornate building. The depot of the *Baltimore & Ohio R. R.* is in New Jersey Ave.

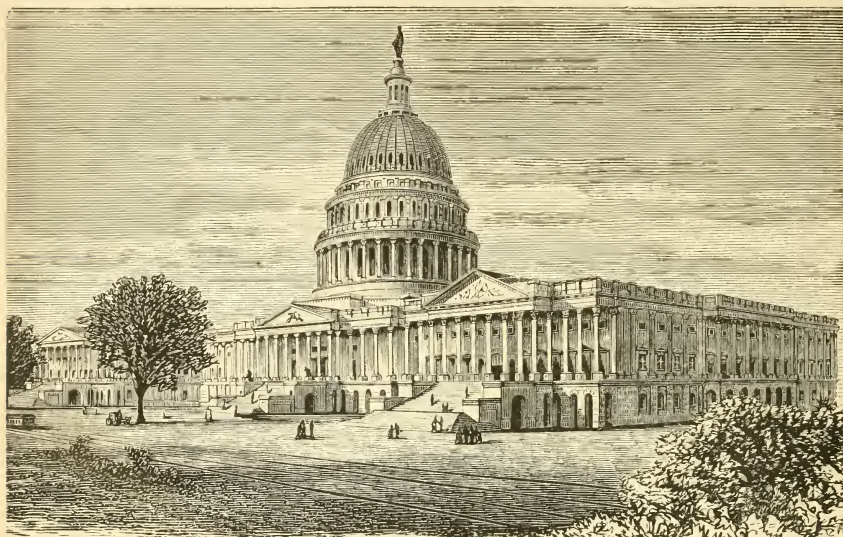
Modes of Conveyance.—*Horse-cars* furnish convenient and economical means of reaching all points of interest in the city (fare on most of the lines 5c., on others 7c., with transfer-tickets). *Carriages* are found at the depots, and at numerous stands throughout the city. The legal rates of fare are: for 1–2 passengers 1 m. or less, \$1; for each additional passenger 50c.; per hour \$1.50. One-horse coaches are allowed to charge 75c. per hour or per course; if less than 1 m., half-rates. In case of disagreement, call a policeman or drive to a police-station. For excursions beyond the city limits it is better to hire carriages at the livery-stables or hotels. A *steamboat* for Mount Vernon leaves the 7th St. wharf daily at 10 A. M. *Ferry-boats* run to Alexandria hourly during the day from 7th St. wharf (fare 15c.; round trip 25c.).

Streets and Drives.—*Pennsylvania Avenue* in that part of its course between the Capitol and the White House ($1\frac{1}{2}$ m.) is the busiest and most fashionable street in the city. It is 160 feet wide, and on or near it are the leading hotels, stores, theatres, etc. *Seventh Street*, which intersects Pennsylvania Ave. about midway between the Capitol and the Treasury, is the next most important thoroughfare, and contains many handsome retail stores. *Massachusetts Avenue* extends entirely across the city ($4\frac{1}{2}$ m.), parallel with Pennsylvania Ave., and on portions of its course is lined with fine residences. *Maryland Avenue* leads S. W. from the Capitol to the Long Bridge, and N. E. to the Toll-gate. *Vermont Avenue* contains many handsome residences. *Fourteenth Street* is one of the most important of the cross-streets. The favorite drives are out Pennsylvania Ave. to Georgetown; to the Little Falls of the Potomac (3 m. above Georgetown); to the Great Falls of the Potomac (17 m. from Washington); and across the river to Arlington, Alexandria, and the embattled heights along the Virginian shore of the Potomac.

Public and Prominent Buildings.¹—These constitute the great attraction of Washington City. The Capitol is one of the largest and probably the most magnificent public building in the world. It crowns the summit of Capitol Hill (90 ft. high), and consists of a main building 352 ft. long and 121 ft. deep, and two wings, or extensions, each 238 by 140 ft. Its whole length is 751 ft. 4 in., and the area covered rather more than $3\frac{1}{2}$ acres. The material of the central building is a light-yellow freestone (painted white), but the extensions are pure white marble. The surrounding grounds, which are beautifully cultivated and embellished with fountains and statuary, embrace about 30 acres and are known as East and West

¹ All public buildings, including the Capitol and the several Departments, are open to the public every day (except Sundays) from 9 A. M. to 3 P. M., and closed at most other times. No fees are asked or expected for showing them.

Grounds. The main front is toward the E. and is adorned with three grand porticoes of Corinthian columns. On the steps of the central portico are groups of statuary by Persico and Greenough; and on the grounds in front of it is Greenough's colossal statue of Washington. Colossal marble statues of Peace and War



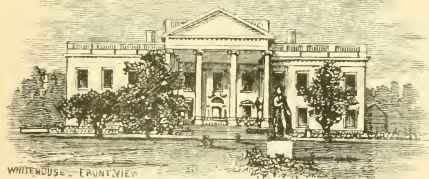
The Capitol.

are on the r. and l. of the entrance; and over the doorway is a bass-relief of Fame and Peace crowning Washington with laurel. The W. front projects 83 ft., and is embellished with a recessed portico of 10 columns. This front, though not so imposing architecturally as the eastern, commands a fine view of the central and western portions of the city and of all the principal public buildings. The *Bronze Door*, which forms the entrance to the Rotunda from the E. portico, is worth attention. It was designed by Randolph Rogers, cast by Von Müller at Munich, is 17 feet high and 9 ft. wide, weighs 20,000 lbs., and cost \$30,000. The work is in *alto-rilievo*, and commemorates the history of Columbus and the discovery of America. Each of the 8 panels contains a scene in the life of the great discoverer; and the statuettes, 16 in number, between the panels and on the sides of the door, represent the eminent contemporaries of Columbus. There are also bronze doors at the entrance to the Senate wing, designed by Crawford, who died before they were completed. They were finished by Rinehart, of Baltimore. The *Rotunda* is 96 ft. in diameter and 180 ft. high. It contains 8 large pictures, illustrating scenes in American history, painted for the Government by native artists. Four of them are by Trumbull, namely, "The Declaration of Independence," "The Surrender of General Burgoyne," "The Surrender of Lord Cornwallis," and "General Washington resigning his Commission." The others are "The Landing of Columbus," by J. Vanderlyn; "The Discovery of the Mississippi by De Soto," by W. H. Powell; "The Baptism of Pocahontas," by John G. Chapman; and "The Embarkation of the Pilgrims," by R. W. Weir. In the panels over the 4 entrances to the Rotunda are *alto-rilievos* in stone, representing "Penn's Treaty with the Indians" (N.), the "Landing of the Pilgrims at Plymouth" (E.), the "Conflict of Daniel Boone with the Indians" (S.), and the "Rescue of Captain John Smith by Pocahontas" (W.). The floor is of freestone, supported by arches of brick, resting upon two concentric peristyles of Doric columns in the crypt below. The *Dome* rises over the Rotunda in the centre of the Capitol, and is the most imposing feature of the vast pile. The

interior measures 96 ft. in diameter, and 220 ft. from the floor to the ceiling. Externally it is 135½ ft. in diameter, and rises 241 ft. above the roof of the main building, 307½ ft. above the base-line of the building, and 377 ft. above low tide. Visitors should not fail to make the ascent of the Dome. A spiral stairway between the outer and inner shells (diverging to the l. from the corridor outside the N. door of the Rotunda) affords easy access, and gives a favorable opportunity for inspecting from different points of view the fresco-painting on the canopy overhead. This is the work of Brumidi; it covers 6,000 ft. of space and cost \$40,000. It consists of a portrait of Washington in a sitting posture. To his r. is seated the Goddess of Liberty, and on the l. a female figure representing Victory and Fame proclaiming Freedom. In a semicircle is a group of females representing the original sister colonies, bearing aloft a banner on which is inscribed the national motto ("*E Pluribus Unum*"). Surrounding this under-circle, near the base of the design, are 6 groups representing War, Agriculture, Mechanics, Commerce, the Navy, and Science. In the latter group the figures of Franklin, Fulton, and Walter, occupy prominent places. All the figures (63 in number) are of colossal proportions, so as to appear life-size when seen from the floor beneath. From the balustrade at the base of the canopy is obtained a magnificent view of the city and the surrounding country. From the gallery immediately underneath the fresco gallery another spiral stairway leads up to the lantern (17 ft. in diameter and 52 ft. high). This is surmounted by the tholus, or ball, and this in turn by Crawford's fine bronze statue of Liberty, 16½ ft. high.—Leaving the Rotunda by the S. doorway, the visitor finds himself in the *Old Hall of Representatives* (now used as a "National Statuary Hall"). This room, the noblest in the Capitol, is semicircular in form, 96 ft. long and 57 ft. high to the apex of the ceiling. The 24 columns which support the entablature are of variegated green *breccia*, or pudding-stone, from the Potomac Valley; and the ceiling is painted in panel, in imitation of that of the Pantheon at Rome. Light is admitted through a cupola in the centre of the ceiling. Over the S. door is a statue of Liberty, by Causici, and an eagle by Valaperti. Over the N. door is a statue by Franzoni representing History standing in a winged car, the wheel of which, by an ingenious device, forms the dial of a clock. In 1864 the Hall was set apart to receive statues of eminent Americans; each State being requested to send statues of two of its most eminent men. New York has sent George Clinton (bronze), and Robert W. Livingston (marble); Rhode Island, Roger Williams and General Greene (both marble); and Connecticut, Jonathan Trumbull and Roger Sherman (both marble). Massachusetts is to send Winthrop and Samuel Adams; Maryland, Charles Carroll and Roger B. Taney; and New Jersey, General Philip Kearney and Richard Stockton. Houdon's Washington and Stone's Hamilton, some busts and portraits of minor importance, and Moran's great painting of the "Grand Cañon of the Yellowstone," further adorn the Hall.—The corridor to the S. leads to the present *Hall of Representatives*, the finest legislative chamber in the world, 139 ft. long, 93 ft. wide, and 36 ft. high. The ceiling is of iron-work, with 45 stained glass panels on which are painted the arms of the States. To the l. of the marble desk of the Speaker is a full-length portrait of Lafayette, and to the r. a full-length portrait of Washington by Vanderlyn. The Strangers' Gallery (reached by two grand marble stairways) extends entirely round the hall; the space not specially appropriated for the use of the diplomatic corps and the reporters for the press is open to visitors. The *Speaker's Room*, immediately in rear of his desk, is a richly-decorated apartment. From the S. lobby of the Hall two stairways descend to the basement, where are located the Refectory and committee-rooms. The room of the *Committee on Agriculture* will repay a visit; the walls and ceiling are painted in fresco by Brumidi.—The *Senate Chamber*, reached by the corridor leading N. from the Rotunda, is somewhat smaller than the Hall of Representatives, being 118½ ft. long, 80½ ft. wide, and 36 ft. high. It is very tastefully fitted up. The visitors' galleries are reached by marble stairways, which are among the most striking architectural features of the Capitol. The President's and Vice-President's Rooms, the Senators' Retiring-Room, the Reception-Room, and the Senate Post-Office, are beautiful chambers. The *Marble Room* is particularly chaste

and rich in its decorations; senators alone have the privilege of allowing visitors to enter it. The Vice-President's Room contains Rembrandt Peale's portrait of Washington. In the basement of the Senate Extension are committee-rooms, richly frescoed and furnished, and the corridors are exquisitely painted.—The *Supreme-Court Room* (formerly the Senate-Chamber) is reached by the corridor leading N. from the Rotunda. It is a semicircular apartment, 75 ft. long and 45 ft. high, decorated with rich Ionic columns of Potomac marble, and with busts of the former Chief-Justices. Visitors are admitted during the sessions of the Court (October to May, 12 to 4 P. M.). Underneath the room is the apartment formerly occupied by the Court and now devoted to the Law Library (30,000 volumes).—The *Library of Congress* is reached by the corridor from the W. door of the Rotunda. It occupies the entire W. projection of the Capitol; the main room is 91 ft. long and 34 ft. wide, ceiled with iron, and fitted up with fire-proof cases. The Library was founded in 1800; was burned by the British in 1814; was again partially burned in 1851; and went into its present rooms in 1853. The collection, which is the largest in the United States, now numbers nearly 300,000 volumes, exclusive of pamphlets, and is increasing at the rate of 10,000 or 15,000 volumes a year. All copyright books are, by law, required to be deposited in this library, and the representation of American publications is by far the most complete in the country. It is also rich in foreign books in every department of literature. Books may be read in the library by visitors, but not taken away (open from 10 A. M. to 4 P. M.).—The lighting, heating, and ventilating apparatus of the House and Senate Chambers are worthy of notice.

The *Executive Mansion* (usually called the "White House") is in Pennsylvania



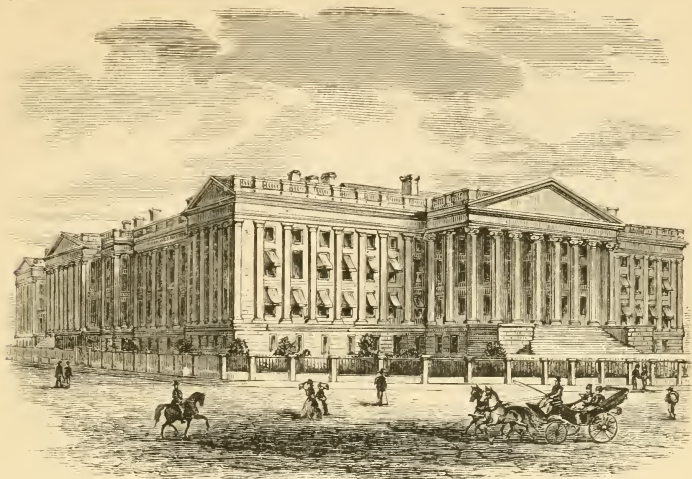
"White house."

Ave., $1\frac{1}{2}$ m. W. of the Capitol. It is of freestone, painted white, 170 ft. long and 86 ft. deep, two stories high, and was modeled after the palace of the Duke of Leinster. It was built in 1792, but was so much injured during the occupation of the city by the British in 1814 that extensive repairs were found necessary; these were made in 1815. The N. front has a deep portico ornamented with 10 Ionic columns; under this, carriages drive to deposit

visitors. The Potomac front has a circular colonnade of 6 Ionic columns. The "East Room" (open daily from 9 A. M. to 3 P. M.) is the grand parlor of the President. It is a fine chamber, 80 ft. long, 40 ft. wide, and 20 ft. high, richly decorated and furnished. The Blue, Red, and Green Rooms are on the same floor, and are elegant in their appointments. The Executive Office and the Cabinet Room are on the 2d floor, as are also the private apartments of the family. S. of the Mansion is a pleasant park, tastefully laid out; in the centre of the lawn is a bronze statue of Jefferson; on the W. are extensive conservatories.

The U. S. Treasury is just E. of the White House, at the cor. of Pennsylvania Ave. and 15th St. (open to visitors from 9 A. M. to 2 P. M.). It is the finest building for the purpose in the world. The E. front has an unbroken Ionic colonnade, 342 ft. long, modeled after that of the temple of Minerva at Athens. It was the first part built, and was commenced in 1836. The extension was begun in 1855, from designs by Walter, the architect of the Capitol extension. The extension flanks the old building at each end with massive fronts, and the entire edifice is 582 ft. long by 300 ft. wide, and cost \$6,000,000. The material of the old building is brown sandstone, painted; that of the extension is solid Dix Island granite. The W. front has side porticoes, and a grand central entrance with 8 monolithic columns of enormous size. The N. and S. fronts are alike, and are adorned with stately porticoes. The building contains about 200 rooms, of which the finest is the *Cash Room*, extending through the stories and lined throughout with rich marbles in decorative combinations. The two *Gold Rooms*, in which there is usually about \$10,000,000 in gold coin, may be

seen by permit from the Treasurer. The corridors are ornamented with colored marbles, and the stairways are imposing.



Treasury Department.

The *War and Navy Departments* are plain brick buildings in 17th St., W. of the White House, with nothing but their size to invite attention. A collection of flags and other trophies, captured during the Civil War, will be found in both these Departments; the visitor's card, accompanied by a request, will insure the opportunity of seeing them. An immense building for the uses of the *State, War, and Navy Departments*



State, War, and Navy Building.

ments is now nearly finished. It fronts Executive Ave. between 17th and 18th Sts. (adjoining the buildings just mentioned), and is 567 ft. long and 342 ft. wide, four stories high, with lofty Mansard roof. The material is granite, and the building will be absolutely fire-proof. The *State Department* has already moved in, and occupies the 2d floor. The Department Library contains a fine collection of books, maps, and charts.

The **Patent-Office**, in which is located the office of the Interior Department, is one of the finest of the Government buildings. It occupies the entire block between 7th and 9th and F and H Sts., and is 410 ft. long and 275 ft. deep. It is of marble and whitened sandstone, in severe and massive Doric style, and has a portico on each of its four fronts. The F St. portico (main entrance) is reached by broad granite steps, and consists of 16 Doric columns of immense size, upholding a classic pediment. The interior of the building is admirably designed and handsomely finished. The *Model-Room* (open from 9 A. M. to 3 P. M.) occupies the entire upper floor of the edifice, forming 4 large halls or chambers unequalled for extent and beauty on the continent. The total length of this floor is 1,350 ft., or rather more than a quarter of a mile; and it is filled with cases containing immense numbers of models representing every department of mechanical art. The entire collection numbers over 120,000 articles. The frescoes on the ceiling of the S. Hall are much admired. In this room are cases containing a collection of Revolutionary curiosities and relics, among which are the printing-press of Benjamin Franklin, and many of the personal effects of Washington, including the uniform worn by him when he resigned his commission as Commander-in-Chief. Near these are cases for the preservation of medals and treaties with foreign powers. Among the latter are treaties with Louis Philippe (1831), Louis XVI. (1778), and Louis XVIII. (1822). A fine collection of sabres, presented by the Bey of Egypt to Captain Perrie, U. S. N., in 1832, adorns the upper end of this case.—On the second or main floor are the offices of the Secretary of the Interior, the Indian Office, the General Land-Office, the Pension and Census Bureaus, and the office of the Commissioner of Patents.

The *General Post-Office*, opposite the S. front of the Patent-Office, is an imposing edifice of white marble in the Italian or modified Corinthian style. It is 300 ft. long, 204 ft. deep, and three stories high, and cost \$1,700,000. It was commenced in 1839, extended in 1855, under the direction of Mr. Walter, and finished in 1865. Monoliths of Carrara marble form the columns of the extension. The City Post-Office occupies the lower story of the F St. front. The whole upper portion is appropriated to the use of the General or United States Post-Office. The Dead-Letter Office (2d story) contains some curious objects.

The *Department of Agriculture* (open from 9 A. M. to 3 P. M.) is situated on the Mall at the foot of 13th St. It is a handsome brick building in the Renaissance style, 170 ft. long and 3 stories high with Mansard roof, and contains a library, a Museum of Agriculture, an Herbarium (with 25,000 varieties of plants), and an Entomological Museum. The Flower-Gardens in front of the main building are adorned with statuary, and when in bloom are a truly glorious sight. N. of the main building is the Arboretum, and S. extensive Experimental Gardens. The Plant-Houses, W. and S. of the main building, will repay a visit.

The **Botanical Gardens** occupy the square immediately W. of the Capitol (entrance on 1st St.). These gardens are under the control of the Library Committee of Congress, and are free to visitors (open from 9 to 6). The vast conservatories belonging to them are filled with rare and curious plants, fruits, and flowers.

The **National Observatory** is situated on high ground near the Potomac (at the foot of 24th St.), and commands a fine view of both Washington and Georgetown. The Observatory was founded in 1842, and is now one of the foremost institutions of the kind in the world. It possesses many fine instruments, including the largest equatorial telescope yet made, and a good library of astronomical works. Strangers are allowed to visit the Observatory at all hours, and to inspect the telescope and other instruments when they are not in use. The *Signal-Office*, the headquarters of the Weather Bureau, is on G St., near the War Department. The instruments used here are of the most delicate description. The *Hydrographic Office* is in an old building called the Octagon, at the cor. of New York Ave. and 18th St. It prepares charts and sailing-directions.

The *U. S. Arsenal* is located in the midst of pleasant grounds on Greenleaf's Point, at the confluence of the Potomac and the Eastern Branch. The present buildings were erected in 1814 by Colonel Bomford, and contain vast stores of arms and ammunition. Near the centre of the grounds is an immense park of artillery,

containing nearly 1,000 cannon of all sizes and descriptions. In front of the old barracks is a trophy-battery, containing British, French, Mexican, and Confederate guns, captured in battle. The *Ordnance Museum* is on the 2d floor of Winder's Building, cor. F and 17th Sts. It contains captured battle-flags, cannon and small-arms, ammunition of all kinds, uniforms and military equipments, trophies, and models of field and fortress artillery in position, and of fortifications.

The **Navy-Yard** is situated on the Eastern Branch, about $1\frac{1}{2}$ m. S. E. of the Capitol. It has an area of 27 acres, inclosed by a substantial brick wall, and entered by a portal designed by Latrobe. Within the inclosure, besides homes for the officers, are shops and warehouses, 2 large ship-houses, and an armory—which, like the rest of the establishment, is kept in the finest order. Upon entering, the visitor is required to register his name at the office, after which he can ramble through the buildings at his leisure, under the escort of a guide. He should not fail to inspect the ordnance-foundry and shops where the manufacture of guns, shot, and shells, is usually going on. Leaving the Foundry he should go to the Museum, where there is an interesting collection of fire-arms, warlike munitions, and relics. At other points in the yard are collections of guns and other trophies, captured during war or otherwise acquired. An interesting feature is the Experimental Battery, where experiments in the science of naval gunnery are carried on; and still another prominent object is the fleet, including several Monitors, Torpedo-Boats, and Iron-clads. —Two squares N. of the Navy-Yard are the *Marine Barracks*, the headquarters of the U. S. Marine Corps; and in the immediate vicinity of the same is the *Marine Hospital*, for sick and disabled sailors.

Washington Monument.—This monument, which was to have been the loftiest and finest in the world, is, in its present unfinished state, rather a blemish than an ornament to the city. The design contemplated a shaft 600 ft. high, with an ornamented base, modeled after the Pantheon at Rome, 250 ft. in diameter and 100 ft. high, to be surrounded by a colonnade of 30 Doric columns, with suitable entablature and balustrade. Within the base or "Temple," statues of Revolutionary heroes and relics of Washington were to have been placed, and the whole interior elaborately adorned with finely-carved stones sent by the different States, by foreign governments, and by societies. Many of these blocks are beautiful specimens, worthy of inspection; they are contained in a shed near the structure. The monument is now 174 ft. high and has cost \$230,000. It is doubtful whether it will ever be completed, as \$1,200,000 are necessary to do so. It is proposed to demolish it and construct a grand triumphal arch from the materials (located on the W. end of the Mall, above 14th St.).—Mill's colossal equestrian *Statue of Washington* stands within the circle formed by the junction of Pennsylvania and New Hampshire Aves. and 23d and K Sts. The head and face of Washington are from a bust by Houdon, taken in Washington's lifetime, and are considered very natural. "The horse is represented as shrinking back before the destructive fire of the enemy [at the battle of Princeton], while the rider surveys the scene with the calmness and resolution which know no fear when honor and duty are at stake."

H. K. Browne's colossal equestrian *Statue of General Scott*, cast from captured Mexican cannon and completed in 1874 at a cost of \$20,000, stands in Massachusetts Ave. above 14th St. It is a noble work. The pedestal is made of 5 enormous granite blocks, 2 of which are said to be the largest quarried stones in the world, except those in the ancient walls of Jerusalem and Baalbek.

Theatres and Places of Amusement.—The *National Theatre*, on E. St. near 14th, is the principal in the city, and has a good stock-company. *Ford's Opera-House*, 9th St. near Pennsylvania Ave., accommodates about 1,500 persons and produces comedy and melodrama. *Lincoln Hall*, cor. 9th and D Sts., is the finest in the city, and the one generally used for concerts, lectures, readings, etc. In *Masonic Hall* (F and 9th Sts.) public parties and balls are frequently given. *Odd-Fellows' Hall* is in 7th St., between D and E; *Willard's Hall* in F St. near 14th; and *Metzerott Hall* in Pennsylvania Ave. between 9th and 10th Sts.

Libraries, Art-Galleries, etc.—The *Library of Congress* has already been described (see p. 44). The excellent library and reading-rooms of the *Young Men's Christian*

Association (cor. 9th and D Sts.) are open to visitors from 9 A. M. to 10 P. M. The *Washington Library* (in 11th St.) was incorporated in 1814, and numbers 15,000 volumes. The *Patent-Office Library* is rich in scientific and mechanical works. At the offices of the Washington correspondents of leading American newspapers (on Newspaper Row near the cor. of 14th and F Sts.) files of newspapers are usually accessible to the visitor.

The *Corcoran Gallery of Art*, at the cor. of Pennsylvania Ave. and 17th St., is a large fire-proof brick and brown-stone building in the decorated Renaissance style.

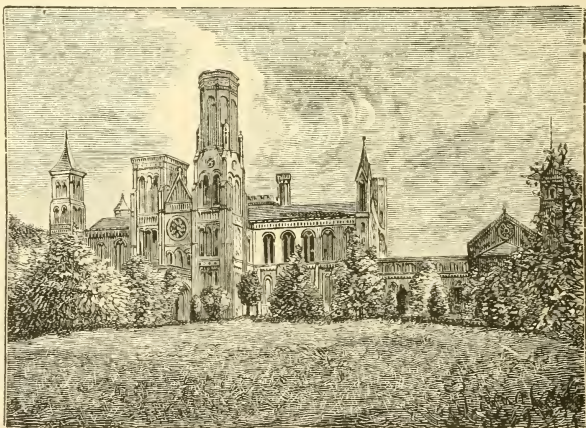


Corcoran Art-Building.

It was founded by W. W. Corcoran, the banker, who deeded it to the people and presented it with his superb private art-collection. It contains upward of 100 paintings, some of them masterpieces; a fine collection of casts and statuary, among the latter Hiram Powers's famous "Greek Slave;" the richest collection of bronzes in America; and specimens of *bric-à-brac*, porcelain, and majolica-ware. Admission free on Tuesdays, Thursdays, and Saturdays; on other days, 25 c.

Churches. — The *Cathedral of St. Aloysius* (Roman Catholic), at the cor. of N. Capitol and I Sts., is celebrated for the excellence of its choir. The exterior of the church is plain, but its interior decorations are very rich, the marble altar being especially worthy of notice. *St. Matthew's*, usually attended by the Catholic members of

the Diplomatic Corps, is E. of Lafayette Square. *St. Dominic's* (Roman Catholic) is a large granite structure cor. 6th and F Sts. *St. John's* (Episcopal), fronting Lafayette Square on the N., is a famous old church attended by Presidents Madison, Monroe, and Jackson. The *Church of the Epiphany* (Episcopal) is in G St., between 13th and 14th. The *Metropolitan Methodist*, cor. 4½ and D Sts., is an imposing brown-stone building, which cost \$250,000. It possesses one of the finest chimes of bells in the United States. The *Mount Vernon Methodist* is at the cor. of 9th and K Sts.; and the *Foundry Methodist* is in F St. near 14th. The *First Presbyterian* is in 4½ St. near C St.; and the *N. Y. Avenue Presbyterian* in N. Y. Ave. near 14th St.



Smithsonian Institution.

Educational and Charitable Institutions. — The *Smithsonian Institution*, a beautiful building of red sandstone in the Norman or Romanesque style, stands on the Mall between the Capitol and the Department of Agriculture, and is surrounded by inclosed grounds 52½ acres in extent. (The easiest approach

from Pennsylvania Ave. is by 7th St.) This noble institution was founded by James Smithson, an Englishman, "for the increase and diffusion of knowledge among men." The building was commenced in 1847 and completed soon after. It is 447 ft. long by 150 wide, and has 9 towers ranging from 75 to 150 ft. in height. It contains a museum of natural history with numerous and valuable specimens, arranged in a series of spacious halls; and metallurgical, mineralogical, and ethnological collections, with many curiosities. The grounds attached to the Institution were laid out by Downing, the eminent landscape-gardener, to whose memory a rich vase of Italian marble has been erected by the Pomological Society. Visitors are admitted to the Institution from 9 A. M. to 4 P. M. *Columbia University*, in 14th St. near the city limits, is a flourishing Baptist institution, with academic, law, and medical departments. The buildings are finely situated on the crest of a hill commanding extensive views. *Howard University* is on the 7th St. Road just beyond the city limits. It was founded in 1867 for the education of youth "without regard to sex or color," but its students, 700 in number, are nearly all negroes. The University building is a large structure of brick, painted white, situated on elevated ground, and surmounted by a tower from which there is a fine view of the city and its environs.

The *Louise Home*, near the cor. of 17th St. and Massachusetts Ave., is an elegant building erected by Mr. W. W. Corcoran at a cost of \$200,000 to afford a home to impoverished elderly ladies of education and good family. It is liberally endowed. The *Soldiers' Home* (for disabled soldiers of the regular army) occupies an elevated plateau 3 m. N. of the city (reached by 7th St. horse-cars). It consists of several marble buildings in the Norman style, of which the main one is 600 ft. long. A fine park of 500 acres surrounds the buildings. It has been the custom of the Presidents since Pierce's administration to occupy one of the smaller buildings of the Home as a summer-resort, and here President Lincoln passed some of the last hours of his eventful term. N. of the Asylum grounds is one of the National Cemeteries, in which 5,424 soldiers are buried. The *Asylum for the Insane* (of the Army, Navy, and District of Columbia) occupies one of the highest eminences in the vicinity. Washington is reached by crossing the Navy-Yard bridge and ascending the heights beyond Uniontown). The building is an immense structure, 711 ft. long, in the collegiate Gothic style, and stands in grounds 400 acres in extent. The *Columbia Institution for the Deaf and Dumb* occupies the old Kendall Green estate N. E. of the city. A fine building is a handsome specimen of Gothic architecture.

Public Squares, Cemeteries, etc.—The finest public square in the city is *Jeffette Square* in Pennsylvania Ave. N. of the White House. It is laid out in winding paths and filled with trees and shrubbery. In the centre stands Claiborne's bronze equestrian statue of General Jackson, cast from cannon taken by Jackson in his battles with the British and Spaniards. The statue is remarkable for its delicate balancing, which was effected by making the flanks and tail of the horse of solid metal. The *Capitol Grounds* have already been described. *Judiciary Square* lies N. of the City Hall on 4½ St. At the cor. of Connecticut Ave. and I St. is *Farragut Square*, which is soon to be adorned with a statue of Admiral Farragut. *Rawlins Square* is a pretty little inclosure on New York Ave. near 18th St.

The *Congressional Cemetery* is about 1 m. E. of the Capitol, near the Eastern Branch. Its situation is high, and commands fine views. It contains several monuments of interest, among which are those of George Clinton, Elbridge Gerry, William Wirt, Major-General Macomb, Major-General Jacob Brown, Commodore Chauncey, and Hon. A. P. Upshur. There are about 150 cenotaphs erected to the memory of Congressmen who have died during their term of service. *Glenwood*, a pleasant rural burying-ground, lies about 1 m. N. of the Capitol. *Oak Hill Cemetery* will be described in connection with Georgetown.—The celebrated *Long Bridge* crosses the Potomac into Virginia from foot of 14th St. It is a shabby wooden structure about 1 m. long. *Benning's Bridge* and *Navy-Yard Bridge* cross the Eastern Branch into Maryland.

Georgetown (*Union Hotel*) is an old and picturesque town, distant but 2 m. from the Capitol, and divided only by Rock Creek from Washington City, with which it is connected by 4 bridges and 2 lines of horse-cars. The town is beautifully situated on a range of hills which command a view unsurpassed in the Potomac Valley. It was laid out in 1751 by act of the colonial government of Maryland, and was incorporated in 1789. It is the port of entry of the District, and a line of steamships plies between it and New York. One of the chief points of interest is *Georgetown College*, at the W. end of the town. This is an old institution of learning (founded in 1789 and incorporated as a university in 1815), and the most famous belonging to the Roman Catholic Church in the United States. It is under the control of the Jesuits. The buildings are spacious, and contain a library of 30,000 volumes, among which are some extremely rare and curious books, some beautifully illuminated missals, and some rare old MSS.; an astronomical observatory; and a museum of natural history. In the rear of the college is a picturesque rural serpentine walk, commanding fine views. The *Convent of the Visitation* (in Fayette St. near the College) was founded in 1799, and is the oldest house of the order in America. It consists of several fine buildings in a park of 40 acres. Visitors admitted between 11 A. M. and 2 P. M. The *Aqueduct*, by which the waters of the Chesapeake & Ohio Canal are carried across the Potomac, will repay inspection. It is 1,446 ft. long and 36 ft. high, with 9 granite piers, and cost \$2,000,000. There is a carriage-way above the water-course. The canal extends 184 m. to Cumberland, Md., and cost \$13,000,000. **Oak Hill Cemetery**, on the N. E. slopes of the Heights, though containing but 30 acres, is one of the most beautiful in the country. It contains an elegant Gothic chapel with stained-glass windows and completely overgrown with ivy; the massive marble mausoleum of W. W. Corcoran; and several notable monuments. Many eminent men are buried here, among them Secretary Stanton and Chief-Justice Chase.

Arlington House, once the residence of George Washington Parke Custis, the last survivor but one of the Washington family, and later of Gen. Robert E. Lee, occupies a commanding position on the Virginia side of the Potomac, nearly opposite Georgetown. It stands more than 200 ft. above tide-water, and the view from the portico is among the best this part of the river affords. The lower rooms of the mansion are open to the public, but contain nothing of interest, the collection of pictures and relics having been removed. In the office of the Superintendent a register is kept for visitors, and a record of all who are buried in the National Cemeteries now located on the place. Near the house, and bordering the drive approaching from the S., are the graves of a number of officers who died during the war. Close by is a low, massive granite monument under which is a vault containing the bones of 2,111 unknown soldiers, gathered after the war from the battle-fields between Bull Run and the Rappahannock. Near this is an amphitheatre with sittings for 5,000 persons, where are held the annual services of Decoration-day. The graves of the white soldiers are W. of the house; those of the colored troops and refugees about $\frac{1}{2}$ m. N. There are about 15,000 in all. In the eastern division of the first Cemetery, within a small inclosure, are the monuments of George Washington Parke Custis and his wife Mary L. Custis. Arlington may be reached by way of the Long Bridge, or by the Aqueduct Bridge from Georgetown.

Alexandria is situated on the S. side of the Potomac 7 m. below Washington (reached by railroad, or by ferry-boats hourly from 7th St. wharf). It is a quaint old town, dating from 1748, and is intimately associated with the life and name of Washington. In *Christ Church* (cor. Washington and Cameron Sts.) the pew in which he sat (No. 59) is an object of much interest. Pew No. 46 was occupied by General Robert E. Lee when he resided at Arlington before the war. The Museum, Court-House, Odd-Fellows' Hall, and Theological Seminary, are among the prominent buildings. On the outskirts of the city is a *National Cemetery* in which nearly 4,000 soldiers are buried.

Mount Vernon is 15 m. below Washington, on the Virginia side of the Potomac, and is reached by steamers which leave the 7th St. wharf daily at 10 A. M. (fare for the round trip, including admission to the grounds, \$1.50). The sail down the river is

delightful, and affords excellent views of the country around Washington. Mount Vernon, then known as the "Hunting Creek estate," was bequeathed by Augustine Washington, who died in 1743, to Lawrence Washington. The latter named it after Admiral Vernon, under whom he had served in the Spanish wars, and for whom he cherished a strong affection. George Washington inherited the estate in 1752. The central part of the mansion, which is of wood, was built by Lawrence and the wings by George Washington. It contains many interesting historical relics, among which are the key of the Bastille, presented by Lafayette, portions of the military and personal furniture of Washington, portraits, and Rembrandt Peale's painting of "Washington before Yorktown." The *Tomb of Washington* stands in a retired situation near the mansion. It is a plain but solid brick structure, with an iron gate, through the bars of which may be seen the marble sarcophagi containing the remains of George and Martha Washington. The Mount Vernon domain (including the mansion and 6 acres), which had remained since the death of Washington in the possession of his descendants, was purchased in 1856 for the sum of \$200,000, raised by subscription, under the auspices of the "Ladies' Mount Vernon Association," aided by the efforts of Edward Everett. It is, therefore, and will continue to be, the property of the nation.

NEW YORK TO ALBANY.

(Via steamer up the Hudson River. Distance, 143 m. Time, 10 hrs. Fare, \$2. The day-boats start from the pier foot of Vestry St. at 8.45 A. M. and from 34th St. 5 minutes later. The night-boats from foot of Canal St. at 6 P. M. Also via Hudson River R. R. Distance, 144 m. Time, 5 hrs. Fare, \$3.10. The steamer gives the better opportunity for viewing the scenery).

This journey will afford the traveler advantageous views of some of the most picturesque scenery in America. The Hudson has been compared to the Rhine, and what it lacks in crumbling ruin and castle-crowned steep it more than makes up by its greater variety and superior size. George William Curtis says of it: "The Danube has in part glimpses of such grandeur, the Elbe has sometimes such delicately-penciled effects; but no European river is so lordly in its bearing, none flows in such state to the sea."

The first few miles of the steamer's course afford fine views of the harbor and city, of the Jersey shore, and the northern suburbs. Before the city is fairly left behind, the *Palisades* loom up on the l., a series of grand precipices rising in many places to the height of 300 ft. and stretching in unbroken line along the river-bank for more than 20 m. The rock is trap, columnar in formation, and the summit is thickly wooded. In striking contrast with the desolate and lonely appearance of these cliffs, the right bank presents a continuous succession of beautiful villas standing in the midst of picturesque and exquisitely-kept grounds, with a frequent sprinkling of villages and hamlets. *Yonkers* (17 m.) is a fashionable suburban town beautifully situated at the mouth of the Neperan or Saw-Mill River. It is an ancient settlement, and was the home of the once famous Phillipse family, of which was Mary Phillipse, Washington's first love. The Manor-House, a spacious stone edifice built in 1682, is still to be seen. In 1777 a naval action occurred in front of Yonkers between the American gunboats and the British frigates *Ross* and *Phoenix*. *Piermont* (22 m.) is on the l. bank at the end of the Palisades; it takes its name from a pier 1 m. long which runs out from the shore to the deep channel. Three m. S. W. of Piermont is the old town of *Tappan*, interesting as having been one of Washington's chief headquarters during the Revolution, and also as the spot where Major André was imprisoned and executed. The house occupied by Washington and the jail of the ill-fated officer are still in good preservation. On the r., 2 m. above Piermont, is the residence of Mr. Cottinot, built of Caen stone, and said to be the most elegant house on the river. Just above, still on the r., is Irvington, named in honor of Washington Irving, whose unique little stone cottage, *Sunnyside*, is close by, on the margin of the river, but hidden from view by the dense growth of trees and shrubbery. The steamer has now entered the famous *Tappan Zee*, in which the river broadens out into a beautiful lake 10 m. long and 3 m. wide at the widest part, surrounded by picturesque and pleasing scenery. Upon a high prom-

ontory to the r. stands the *Paulding Manor*, the most conspicuous dwelling on the lower Hudson. It is of white marble in the pointed Tudor style. One and a half m. above is *Tarrytown*, a prosperous town which has many attractions historical as well as scenic. It was at a spot now in the heart of the town that André was arrested, and Tarrytown witnessed many stormy fights between guerrillas on both sides during the Revolution. It takes its chief interest, however, from its association with Irving's life and memory. Here is the church which he attended and of which he was warden at the time of his death, here he is buried, and near by are the scenes of some of his happiest fancies. Opposite Tarrytown is *Nyack*, a pretty little town prettily situated. *Sing Sing* (33 m.) is on the r. bank, occupying an elevated slope, and makes a fine appearance from the river. The State Prison is located here, and its huge stone buildings are conspicuous objects. Many fine country-seats crown the heights above and around Sing Sing; and 4 m. above is *Croton Point*, a prominent headland dividing the Tappan Zee from Haverstraw Bay, another lake-like widening of the river. Passing this point, the Highlands begin to be visible in the distance. At the head of Haverstraw Bay are *Stony Point*, on the l., a rocky peninsula on which are a lighthouse and the ruins of an old Revolutionary fort, and *Verplanck's Point*, on the r., notable as the spot where Hendrick Hudson's ship, the Half Moon, first came to anchor after leaving Yonkers. *Peekskill* (43 m.) is a flourishing town at the mouth of the Peekskill or Annskill Creek. Opposite is *Caldwell's Landing*, memorable for the search so seriously and actively made for the treasure which the famous Captain Kidd was supposed to have secreted at the bottom of the river here. Remains of the apparatus used for this purpose are still visible. At this point the river makes a sudden turn to the W., which is called the Race.

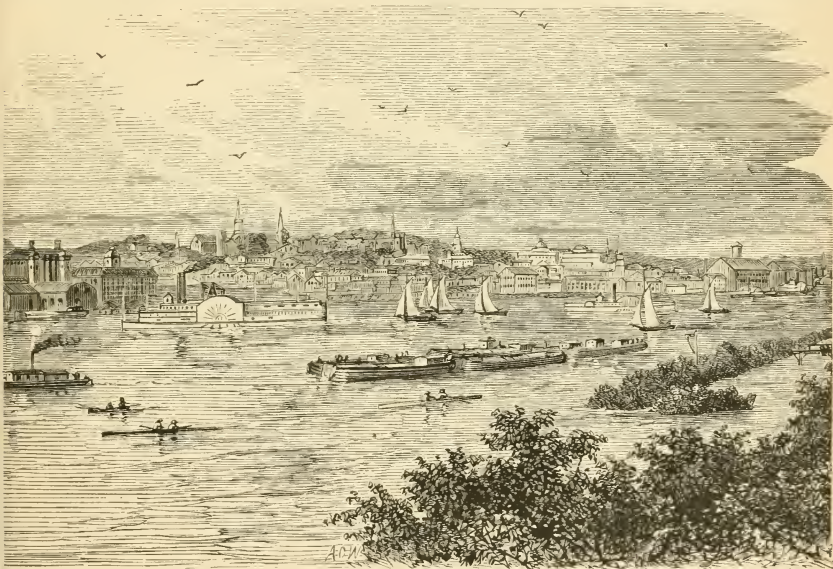
We have now reached the Highlands, and for the next 16 m. the scenery is unsurpassed in the world. On the l. is *Dunderberg Mountain*, and at its base a broad deep stream which, a short distance above its mouth, makes its descent to the river in a beautiful cascade. On the r. is *Anthony's Nose*, a rocky promontory rising to the height of 1,128 ft., and whose base has been tunneled by the railway a length of 200 ft. Two m. above (on the r.) is *Sugar-Loaf Mountain*, with an elevation of 865 ft. Near by, and reaching far out into the river, is a sandy bluff on which Fort Independence once stood. Farther on is *Iona Island*, and in the extreme distance *Bear Mountain*. *Buttermilk Falls* now come into view on the l., descending over inclined ledges a distance of 100 ft. Just above, in the heart of the Highland Pass, is *Cozzens's Hotel*, a spacious and elegant summer hotel, situated on a high bluff. *West Point* (51 m.), on account of its famous military school and historic associations, and for its varied scenic attractions, is one of the most charming places on the Hudson, and the traveler should stop here for a day, at least, if he have time. The buildings occupy a broad plateau, 150 ft. above the river, and are reached by a steep and costly road cut out of the solid cliff-side. *Cro'-Nest*, above West Point, on the same side of the river, is one of the loftiest of the Highland group (1,428 ft.). It is the scene of Rodman Drake's poem, "The Culprit Fay." *Storm King* or *Butter Hill* ("Boterberg") is the next mountain-crest, and the last of the Highland range upon the W. It is 1,529 ft. high. Between Cro'-Nest and Storm King, and in the laps of both, is the lovely vale of *Tempe*. *Cold Spring*, on the r., is an exceedingly picturesque village. It is built upon a steep ascent, and behind it is the massive granite crown of *Bull Hill*. Beyond Cold Spring, and still on the E. bank of the river, the Highland range is continued in the jagged precipices of the *Breakneck* and *Beacon Hill*, in height, respectively, 1,187 and 1,685 ft. These mountains are among the most commanding features of the river-scenery. *Cornwall*, a rugged and picturesque little place on the l. bank, is the chief summer-resort on the river. Here is the end of the Highlands, and the steamer enters the broad expanse of Newburg Bay, on the l. shore of which is *Newburg*, a prosperous and beautifully-situated city of 18,000 inhabitants. Newburg was the theatre of many interesting events during the Revolution, and Washington's Headquarters, an old gray stone mansion, S. of the town, is still preserved. Opposite is *Fishkill Landing*, a small but pretty village. *Poughkeepsie* (75 m.) is the largest city be-

tween New York and Albany, and has 22,000 inhabitants. Its situation is commanding and attractive, and the city makes a fine appearance from the river. Here are Vassar College and other famous educational institutions. Above Poughkeepsie, on either bank, are many pleasant towns and fine country-seats, among the latter, *Rokeby*, the estate of the late William B. Astor, and *Montgomery Place*, the residence of Edward Livingston, and one of the finest on the Hudson. *Catskill* (110 m.) is the point where we leave the river to visit the celebrated Catskill Mountains, which for 10 m. have been looming up grandly on the l. *Hudson* (115 m.) is a flourishing town of 13,000 inhabitants, finely situated on the E. bank. The heights back of the town command noble views of the Catskill Mts. Between Hudson and Albany there is nothing to call for special mention, though the scenery still remains pleasing.

ALBANY.

Hotels: *Delavan House* (\$4.50 a day), in Broadway, near the R. R. depot; *Congress Hall* (\$4 a day), near the Capitol; *Stanwix Hall* (\$3 a day); *American*; *City*.

ALBANY, the capital of New York State, is finely situated on the W. bank of the Hudson River at the head of sloop-navigation, and near the head of tide-water. It was founded by the Dutch, first as a trading-post, on Castle Island,

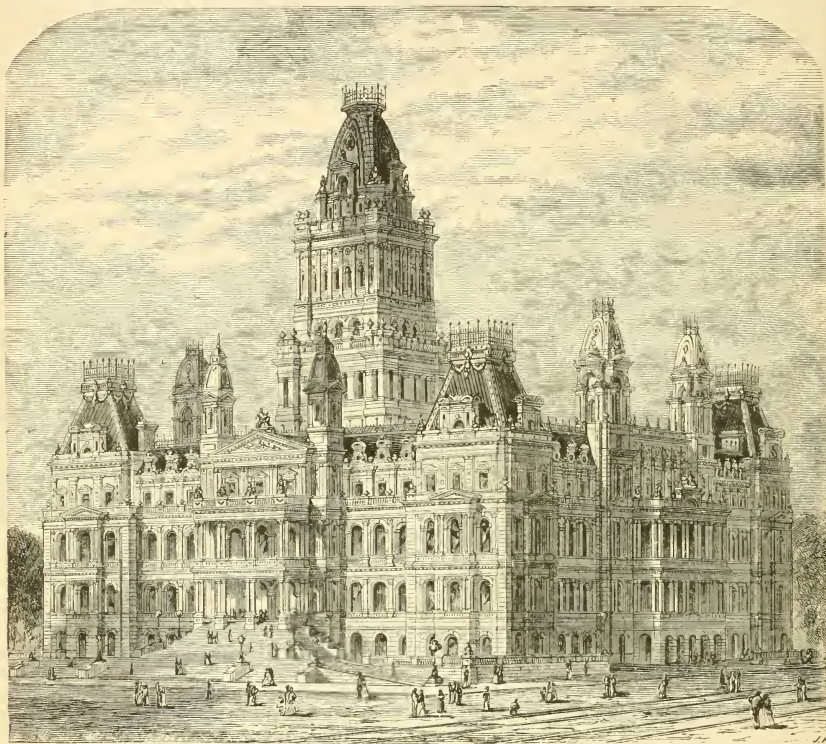


Albany from Greenbush.

directly below the site of the present city, in 1614. Fort Orange was built where the city now stands, in 1623, and, next to Jamestown in Virginia, was the earliest European settlement in the original 13 States. The town was known as Beaver Wyck, and as Williamstadt, before it received its present name in honor of the Duke of York and Albany (afterward James II.), when it fell into the possession of the British in 1664. It was chartered in 1686, and made the State capital in 1798, since which time the population has increased from 5,349 (in 1800) to above 80,000 in 1875. Albany has a large commerce, from its position at the head of navigation on the river, as the *entrepôt* of the great Erie Canal from the W., and the Champlain Canal from the N., and as the centre to which several important railroads converge. The boats of the canal are received in a great basin constructed in the

river, with the help of a pier 80 ft. wide and 4,300 ft. long. A handsome iron-truss railroad-bridge, 1,014 ft. long, spans the river from the foot of Exchange St. The Water-Works, built in 1852-'53, at a cost of \$1,000,000, are worth seeing.

State Street ascends in a steep grade from the water to the height crowned by Capitol Square, in which are the public buildings. The *Old Capitol*, a plain brown-stone structure, built in 1807, is still occupied, but will be demolished as soon as the costly new Capitol is finished. The *New Capitol*, to the W. of the old, was com-



New Capitol.

menced in 1871, and is slowly rising. It is of Maine granite, in the Renaissance style, and when completed will be the largest and most splendid edifice in America, excepting the Federal Capitol at Washington. Its site is on the most elevated ground in the city, and its tower, 320 ft. high, will be visible for many miles around. The *State Library*, a handsome fire-proof building, fronting on State St., in rear of the old Capitol, contains 86,000 volumes, and an interesting collection of curiosities and historical relics, including Washington's dress-sword and pistol. *State Hall*, in Eagle St., built of white marble in 1843, at a cost of \$350,000, contains several of the principal offices of State. The *City Hall*, in Eagle St., foot of Washington Ave., a beautiful structure of white marble, was finished in 1832. It is 100 ft. front by 80 ft. deep, 3 stories high, and has a recessed portico in front of the second and third stories, supported by six Ionic columns. In S. Pearl St. is the new *City Building*, erected in 1870 at a cost of \$200,000, and containing various offices of the city government. The *Merchants' Exchange* is a substantial structure at the foot of State St. The *State Arsenal*, cor. Eagle and Hudson Sts., is a large, gloomy structure in the castellated style. *Dudley Observatory*,

founded and liberally endowed by Mrs. Blandina Dudley, stands on Observatory Hill, near the N. limits of the city. It has a valuable special library, and some fine instruments. The *Medical College*, cor. Eagle and Jay Sts., is a prosperous institution, with an extensive museum. The Law School of the Albany University is near by, and is one of the best in the country. The *State Normal School*, "for the education and practice of teachers of common schools in the science of education and the art of teaching," stands on the cor. of Lodge and Howard Sts. The *Young Men's Association*, 38 State St., has a library of 12,000 volumes and a well-supplied reading-room. *Apprentices' Library* has 5,000 volumes. The *Albany Institute*, organized in 1791, has 9,000 volumes. The edifice in State St., where are deposited the public collections in Natural History, Geology, and Agriculture, is most interesting. Of the 54 churches in the city, the *Cathedral of the Immaculate Conception*, in Eagle St., and the *Church of St. Joseph*, cor. Ten Broeck and 2d Sts., are the most prominent structures. The Cathedral has sittings for 4,000 persons, and a powerful organ. The stained-glass windows, by Gibson, of New York, are among the richest in the country. *St. Peter's* (Episcopal), cor. Lodge and State Sts., is a handsome structure, in the Gothic style, and has a service of communion-plate presented by Queen Anne for the Onondaga Indians. The *Penitentiary*, situated W. of the city, about 1 m. from the Capitol, is a model prison, conducted on the contract system, and the only one in the State which is self-sustaining.

In the N. part of the city, extending from Broadway to the river, surrounded by extensive and beautiful grounds, is the *Van Rensselaer Manor-House*, one of the most attractive town residences in the State. It is more than 200 years since the mansion of the first Patroon was erected upon this spot, and portions of the present house were built in 1765. Above the city, on the flats, is the *Schuyler House*, an exceedingly plain and antiquated dwelling. Here resided Colonel Peter Schuyler, the first Mayor of Albany, the Indian commissioner who took four Mohawk sachems to England and presented them to Queen Anne. The house was burned down in 1759, and immediately rebuilt, portions of the original walls remaining. In 1869, the old burial-grounds, penitentiary-grounds, almshouse farm, and Washington parade-ground, in the W. part of the city, were set apart for a public park, to be known as "Washington Park;" but little work on it has yet been done. *Albany Rural Cemetery*, a pleasant burial-ground, lies N. of the city. *Greenbush* is a populous suburb on the opposite side of the river.

While in Albany, the traveler should embrace the opportunity to visit *Troy* (6 miles above), a beautiful city of 46,000 inhabitants, noted for its extensive manufactures, which include iron-works on the largest scale, car-works, and cotton, woolen, hosiery, and shoe factories. There are several fine churches and public buildings, and many handsome private residences. The buildings of *St. Joseph's Theological Seminary*, on Mt. Ida, E. of the city, are noble specimens of Byzantine architecture. The great *Waterliet Arsenal* is also situated here; there are 40 buildings in a park of 105 acres. Troy is reached from Albany by either steam or horse cars.

ALBANY TO ROCHESTER AND BUFFALO.

(Via New York Central R. R., distance 229 and 298 m., respectively.)

THE New York Central R. R. traverses from E. to W. the entire length of the Empire State, passing through the rich midland counties. It has two termini at the eastern end, one at Albany and the other at Troy, the branches meeting after 17 m. at Schenectady. It then continues in one line to Syracuse, 148 m. from Albany, where it again divides and is a double route for the remainder of the way: the lower line, *via* Auburn and Canandaigua being looped up to the other at Rochester. The upper route is the more direct, and the one we shall now follow. The great Erie Canal traverses the State from Albany to Buffalo, nearly in the same line with the railroad.

Schenectady, already mentioned as the point of junction between the two branch lines, is one of the oldest towns in the State, and is distinguished as the site of Union College, founded in 1795. The site of the present town once formed the council-

grounds of the Mohawks. Leaving Schenectady, the road crosses the Mohawk River and the Erie Canal on a bridge nearly 1,000 ft. long. *Little Falls* (74 m.) is remarkable for a bold passage of the river and canal through a wild and most picturesque defile. The scenery includes the river, rapids, and cascades, the locks and windings of the canal, and the bridges; and the glimpses far away up the valley of the Mohawk are especially beautiful. *Utica* (95 m.) is a large and handsome city on the S. bank of the Mohawk, standing upon the site of old Fort Schuyler. The State Lunatic Asylum is located here, and consists of several stone edifices. The manufactures are extensive. *Rome* (110 m.) is a flourishing town of 11,000 inhabitants, and contains several fine buildings, the handsomest of which is the Seminary. *Oneida* (122 m.) is on the shore of Oneida Lake, a beautiful sheet of water, abounding in fish, and surrounded by some of the most fertile and highly-cultivated land in the State. *Syracuse* (148 m.) is one of the largest cities in the State, having a population of nearly 55,000. It is pleasantly situated on the S. end of Onondaga Lake, and contains the most extensive salt-manufactories in the United States. It is famous as the meeting-place of political and other conventions. Between Syracuse and Rochester, there are 7 small towns which need not be specially mentioned. Between Rochester and Buffalo, the only one calling for notice is *Batavia* (261 m. from Albany), which is the site of the State Institution for the Blind, one of the finest structures of its kind in the country. The town is laid out in broad streets, which are beautifully shaded. ¶

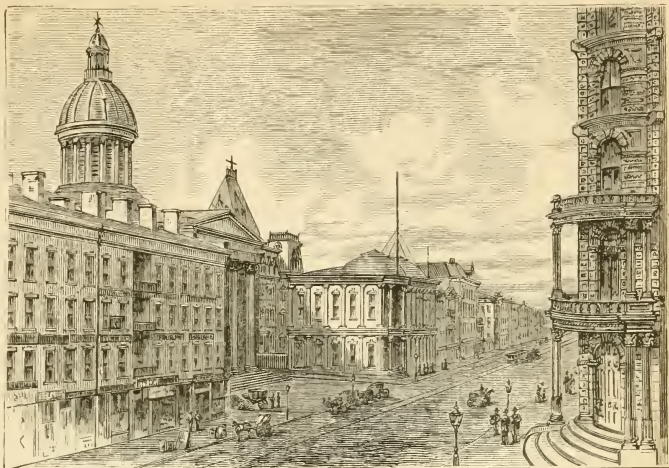
ROCHESTER.

Hotels: The *Osborn House*, in Main St.; the *Brackett House* and *Congress Hall* near the R. R. depot; the *Clinton House*, in State St.

ROCHESTER is situated on both sides of the Genesee River, 7 m. from its mouth in Lake Ontario. Soon after it enters the city the river makes a rapid descent, there being a perpendicular fall of 96 ft. near the centre, and two others of 25 ft. and 84 ft. near the northern limit. It is to the prodigious water-power thus afforded that much of the prosperity of the city is attributable, and it contains several of the largest flour-mills in the country. Other important industries are the production of clothing, boots and shoes, engines and boilers, agricultural implements, trees, and garden and flower seeds. The immense nurseries in which these latter are produced are well worth a visit (reached by South Ave.). Rochester was first settled in 1810, was incorporated as a city in 1834, and in 1875 had a population of 81,813. The streets are nearly all laid out at right angles, many of them are well paved with stone, and most of them are bordered with shade-trees. Nearly all the dwellings are built separate from each other, and surrounded by a bit of cultivated or ornamental ground.

Main St. is the principal thoroughfare; it is known as Buffalo St. in one part of its course. The new **City Hall**, in W. Main St., is a handsome building of gray limestone, 138 ft. long and 80 ft. wide, with a tower 175 ft. high. Back of this is the *County Court-House*, of brick with limestone trimmings, three stories high. In the same vicinity is the new *Free Academy*, a large brick building with sandstone trimmings, 4 stories high. At the cor. of Buffalo and State Sts. are the **Powers Buildings**, a tubular block of stores, built of stone, glass, and iron, 7 stories high. In the upper halls is a fine collection of paintings, and on the top is a tower (open to visitors) from which may be obtained a fine view of the city and its surroundings. Near the Powers Buildings is the *Arcade*, roofed over with glass and containing numerous shops. The finest church edifice in the city is *St. Patrick's Cathedral* (Roman Catholic), which is in the Gothic style, of red sandstone trimmed with gray limestone. The **University of Rochester** was founded by the Baptists in 1850, and in 1875 had 9 professors and 160 students. It is situated in the E. part of the city (on University Ave.), where it has 23½ acres beautifully laid out, and occupies a massive building of red sandstone. The library contains 12,000 volumes, and the geological cabinets, collected by Prof. Henry A. Ward, are said to be the finest in the country. The library and cabinets are deposited in a handsome fire-proof

building recently finished. There is, also a Baptist *Theological Seminary*, founded in 1850. Its library numbers more than 10,000 volumes, including 4,000 which constituted the library of Neander, the German church historian. The *Athenæum*, in Buffalo St., has a library of 20,000 volumes. The *City Hospital* (Buffalo St.) has a fine building with accommodations for 120 patients. *St. Mary's Hospital* (in West Ave.) is an imposing edifice of cut-stone with accommodations for 1,000 patients. The



View of West Main Street.

Western House of Refuge, a State institution, is an extensive brick building surrounded by grounds 42 acres in extent, about 1 m. N. from the centre of the city. Other points of interest are *Mount Hope Cemetery*, picturesquely situated on a group of rounded hills in the S. part of the city (reached by horse-cars); and the cut-stone *Aqueduct*, 848 ft. long with a channel 45 ft. wide, by which the Erie Canal is carried across the Genesee River.

The *Genesee Falls* are seen to the best advantage from the E. side of the stream. The railroad cars pass about 100 rods S. of the most southerly fall, so that passengers in crossing lose the view. To view the scene properly, the visitor should cross the bridge over the Genesee above the mill, and place himself immediately in front of the fall. By descending a stairway to the bottom of the ravine the impressiveness of the view is greatly increased. The first fall is 80 rods below the Aqueduct, and is 96 ft. high. From Table Rock, in the centre of it, Sam Patch made his last and fatal leap. The river below the first cataract is broad and deep, with occasional rapids to the second fall, where it again descends perpendicularly 25 ft. A short distance below is the third fall, which is 84 ft. high.

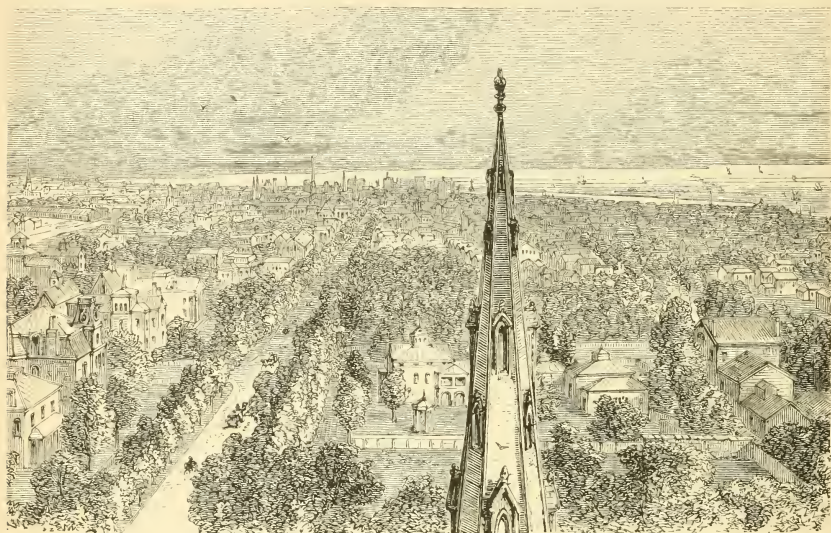
BUFFALO.

Hotels. The best are the *Mansion House* and the *Tift House*, in Main St. Good ones are *Bonny's Hotel*, cor. Washington and Carrol Sts.; and the *Continental*, near the depot.

BUFFALO, the third city in size in the State of New York, is situated at the mouth of Buffalo Creek and head of Niagara River, at the E. end of Lake Erie, and possesses the largest and finest harbor on the lake. It is also the terminus of the Erie Canal, the New York Central R. R., and six other railroads connecting it with all parts of the country. The city has a water-front of about 5 miles, half of which is upon the Lake and half upon Niagara River. Its commerce is very large, as its position at the foot of the great chain of lakes makes it the *entrepôt* for a large part of the traffic between the East and the great Northwest. During the year 1872 the number of vessels entered and cleared was 10,303, with an aggregate tonnage of 4,678,058 tons. The manufactures are also large, the most important

being of iron, tin, brass, and copper ware. Malting and brewing, for which the climate is highly favorable, are extensively carried on. Buffalo was first settled in 1801; it became a military post during the War of 1812, and was burned by a force of Indians and British in 1814; and it was incorporated as a city in 1832. Since the completion of the Erie Canal in 1825 its growth has been very rapid, and in 1870 it had a population of 117,714. Pop. in 1875, 134,573.

Buffalo, in the main, is handsomely built. Its streets are broad and straight, and for the most part laid out at right angles. *Main, Niagara, and Delaware Sts.* are the principal thoroughfares. The streets in the more elevated portions of the city are bordered with a profusion of shade-trees, and the more important avenues have many fine residences. Shade-trees adorn the public squares, 5 in all, named respec-



Buffalo, from the Spire of the Presbyterian Church in Delaware Street.

tively Niagara, Lafayette Place, Franklin, Washington, Delaware Place, and Terrace Parks. A portion of the river-front is a bold bluff, 60 ft. above the level of the river, and the more elevated portions afford fine views of the city, river, lake, Canada shore, and the hilly country to the S. E. The prominent public buildings are: the *Custom-House* and *Post-Office*, a large but plain freestone edifice, at the cor. of Washington and Eagle Sts.; the *State Arsenal*, a handsome turreted structure of stone in Batavia St.; the *State Armory* in Virginia St., a large plain edifice of brick; the *Erie County Penitentiary*, a capacious building of brick and stone; and the *General Hospital*, in High St., of which only one wing has been erected. A fine granite court-house and city-hall, fronting on Franklin St., is in process of construction, and is estimated to cost nearly \$1,000,000. Several of the bank buildings in the city are costly and imposing edifices, especially those of the Erie County, the Buffalo City, and the Western savings-banks. The most notable church edifices are *St. Paul's Cathedral* (Episcopal), in Pearl St., built of red sandstone in the early English style and containing a fine chime of bells; *St. Joseph's Cathedral* (Roman Catholic) in Franklin St., of blue-stone trimmed with white-stone, in the florid Gothic style, and having a chime of 42 bells; *St. Peter's* (Episcopal) in Main St. near Franklin Square; the *North* and *Central Presbyterian*, in Main St.; the *Presbyterian* in Delaware St., which has a lofty spire; and the *New Universalist*. The leading educational institutions are the *Medical College* of the University of Buffalo, in Main St.; *Canisius College*, a Jesuit institution, occupying a handsome building of stone

and brick in Washington St. near Tupper; *St. Joseph's College*, on the terrace in the rear of St. Joseph's Cathedral, a flourishing institution, conducted by the Christian Brothers; *St. Mary's Academy*, on the same square, in Franklin and Church Sts.; the *Buffalo Female Academy*, in Delaware St.; the *Heathcote School*, in Pearl St., a classical academy established under the patronage of the Episcopal Church; and the *State Normal School*, in North St., a large and imposing building. The *Young Men's Association* (cor. Main and Eagle Sts.) has a circulating library of 28,000 volumes and a well-supplied reading-room. In the same building are the Buffalo Historical Society, with a large library and cabinets; the Society of Natural Sciences, which has a very complete and valuable collection of minerals, a good botanical and conchological cabinet, and a complete set of Prof. Ward's fossil casts; the Academy of Fine Arts, which is founding a fine gallery of painting and sculpture; and the Mechanics' Institute. Adjoining the library building is *St. James's Hall*, where lectures, concerts, etc., are given. The *Grosvenor Library* is a public library for reference, founded by a bequest of Seth Grosvenor, of New York. It is liberally endowed, and contains about 12,000 volumes, chiefly important books not easy of access elsewhere. The *Church Charity Foundation* (Episcopal), in Rhode Island St. near Niagara, is a fine building, embracing a home for aged and destitute women, and an orphan ward. The *Ingleside Home*, with an excellent building in Seneca St., is designed for the reclamation of fallen women, and has been very successful since its organization in 1849. The *Buffalo Orphan Asylum* (Protestant) has a commodious building in Virginia St.; and the *St. Vincent Female Orphan Asylum*, cor. Batavia and Ellicott Sts., and the *St. Joseph's Boys' Orphan Asylum*, at Lundstone Hill, are large and successful Roman Catholic institutions. The *State Insane Asylum*, in process of construction, will be the largest institution of the kind in the United States if not in the world; it will have a front of about 2,700 ft. The grounds attached to it embrace 203 acres, and are laid out in harmony with the plan of the Buffalo Park, which they adjoin.

A superb public **Park**, or system of parks, has been designed and laid out by Frederick Law Olmsted, the architect of Central Park, in New York City. The land embraces about 530 acres; and is divided into three plots, situated in the western, northern, and eastern parts of the city, with broad boulevards connecting them, forming a continuous drive of nearly 10 m. The *Forest Lawn Cemetery*, bounded on two sides by the park, is tastefully laid out and contains some fine monuments. From Black Rock, a suburb of Buffalo (reached by Niagara St.), the magnificent *International Bridge*, completed in 1873 at a cost of \$1,500,000, crosses the Niagara River to the Canadian village of Fort Erie. *Niagara Falls* may be visited from Buffalo (23 m.), *via* Erie R. R.

No visitor should leave Buffalo without having seen the great canal-basins, the piers, the grain-elevators, and some of the iron-works. The spacious passenger depots of the Central and Erie R. R. and the immense freight depots of the same roads are also worth a visit.

NEW YORK TO BOSTON.

(*Via* Fall River Steamers and Old Colony R. R. Distance, 230 m. Time, 10 to 12 hours. Fare, \$4. The steamers leave Pier 28, North River, foot of Murray St., daily, Sundays excepted, at 4.30 p. m. There are two all-rail routes from New York to Boston, *via* New Haven & Providence, and *via* New Haven, Hartford & Springfield, both of which are briefly described elsewhere. See "New York to New Haven," "New Haven to Providence," and "New Haven to Hartford." There are also two other steamboat routes. The "Stonington Line," *via* steamers leaving Pier 33, North River, daily, at 4.30 p. m., and connecting at New London with the Stonington & Providence R. R.; and the "Norwich Line" of steamers, leaving Pier 40, North River, daily, and connecting at New London with the New York & New England R. R. The first mentioned is the best steamer route, and is here described.)

The steamers Bristol and Providence, of the Fall River line, are among the largest and most splendid in American waters, and there are few trips more enjoyable than that part of the present journey which is made on them. Their route, in leaving New York, is such as to afford an excellent view of the harbor and city, of Brooklyn and the Long Island shore, of the islands in the East River, of the famous Hell Gate, and of the tranquil waters of Long Island Sound. The greater part of

the voyage is on these waters, and, when Point Judith is passed and the turbulent Atlantic entered upon, the steamer's destination is close at hand. One stopping is made between New York and Fall River, namely at *Newport*, which is reached at a very early hour in the morning. The remainder of the voyage is over the beautiful Narragansett Bay; and at *Fall River*, which is one of the leading cities of Massachusetts, especially noted for the extent of its manufactures, passengers are transferred to the cars of the Old Colony R. R. From Fall River, the distance to Boston is 49 m., and the route is through a well-cultivated and populous farming country, with no special scenic attractions. Many towns and villages are clustered along the line, the principal of which are *Taunton*, another prosperous manufacturing centre, and *Quincy*, a beautiful old town, noteworthy as the home of the Adams and Quincy families. Leaving Quincy, the train crosses the Neponset River, runs through Dorchester and S. Boston, and soon enters the depot at the cor. of Kneeland and South Sts. There is another line from Fall River to Boston *via* Bridgewater, which is the same as the one here described, except that Taunton is not passed.

BOSTON.

BOSTON, the capital of Massachusetts, and chief city of New England, is situated at the W. extremity of Massachusetts Bay, in latitude 42° N. and longitude 71° W. The city embraces Boston proper, East Boston, South Boston, Roxbury, and Dorchester. Boston proper, or old Boston, occupies a peninsula of some 700 acres, very uneven in surface, and originally presenting three hills, Beacon, Copp's, and Fort, the former of which is about 130 ft. above the sea. The Indian name of this peninsula was Shawmut, meaning "Sweet Waters." It was called by the earlier settlers Trimountain or Tremont. A narrow strip of land called the "Neck" joined the peninsula to the mainland; this neck was formerly overflowed by the tide, but has been filled in and widened, and is now thickly built upon. East Boston occupies the W. portion of Noddle's or Maverick's Island. Here is the deepest water of the harbor, and here the ocean-steamers chiefly lie. The wharf formerly used by the Cunard steamers is 1,000 ft. long. South Boston extends about 2 m. along the S. side of the harbor, an arm of which separates it from Boston proper. Near the centre are Dorchester Heights, which attain an elevation of about 130 ft. above the ocean, and afford a fine view of the city, bay, and surrounding country. The city is connected with Charlestown by the Charles River bridge, 1,503 ft. long, and the Warren bridge, 1,300 ft. long; and with Cambridge by the West Boston bridge, which crosses Charles River from Cambridge St., Boston, and is 2,756 ft. long, with a causeway 3,432 ft. long. Craigie's bridge, 2,796 ft. long, extends from Leverett St. to E. Cambridge; from this bridge another, 1,820 ft. long, extends to Prison Point, Charlestown. South Boston is reached by the Federal St. bridge, about 500 ft. long, and the South Boston Bridge, 1,550 ft. long. All these bridges are free. A causeway, built across Back Bay on a substantial dam $1\frac{1}{2}$ m. long, extends from the foot of Beacon St. to Sewell's Point in Brookline. The harbor is a spacious indentation of Massachusetts Bay, embracing about 75 sq. m., including several arms, such as Dorchester Bay, South Boston Bay, and the embouchures of the Charles, Mystic, and Neponset Rivers. A part of Charles River is commonly known as Back Bay. There are more than 50 islands or islets in the harbor, and it offers many picturesque views.

The first white inhabitant of Boston was the Rev. John Blackstone, supposed to have been an Episcopal clergyman, and to have arrived in 1623. Here he lived alone until 1630, when John Winthrop (afterward the first Governor of Massachusetts) came across the river from Charlestown, where he had dwelt with some fellow-immigrants for a short time. About 1635 Mr. Blackstone sold his claim to the now populous peninsula for £30, and removed to Rhode Island. The first church was built in 1632; the first wharf in 1673. Four years later a postmaster was appointed, and in 1704 (April 24th) the first newspaper, called the *Boston News Letter*, was published. The "Boston Massacre" happened March 5, 1770, when 3 persons were killed and 5 wounded by the fire of the soldiery. In 1773 the tea was destroyed in

the harbor, and Boston bore a conspicuous part in the opening scenes of the Revolution. The city was incorporated in 1822, with a population of 45,000, which had increased to 136,881 in 1850, to 177,840 in 1860, and 250,526 in 1870. By the



View of Boston from the Harbor.

recent annexation of the suburbs of Brighton, Charlestown, W. Roxbury, etc., the population has been increased to 341,919 (in February, 1876). On the 9th of November, 1872, one of the most terrible conflagrations ever known in the United States swept away the principal business portion of Boston. The fire broke out on Saturday evening, and continued until noon on the following day, when it was brought under control, but again broke forth in consequence of an explosion of gas, about midnight, and raged until 7 o'clock Monday morning. The district burned over extended from Sumner and Bedford Sts. on the S. to near State St. on the N., and from Washington St. east to the harbor. About 800 of the finest buildings in the city were destroyed, causing a loss of \$80,000,000.

Hotels, Restaurants, and Clubs.—The most fashionable and best-kept hotels on the regular or American plan are the *Revere House* (Bowdoin Square), near the State House; the *Tremont House* (Tremont St. cor. of Beacon), also near the State-House; the *Evans House* (\$4 a day), at 175 Tremont St., fronting on Boston Common; the *American House* (\$3.50 to \$4.50 a day), in Hanover St., centrally located; the *St. James* (\$4 a day), on Franklin Square, in S. Boston; the *Commonwealth* (\$4 a day), Washington St., cor. Worcester, also in S. Boston; the *Clarendon* (\$3.50 a day), 521 and 523 Tremont St.; and the *United States*, opposite the New York and Albany depot. Among less expensive houses are the *Adams House* (\$2.50 a day), 371 Washington St.; the *Marlboro House* (\$2.50 to \$3 a day), 391 Washington St.; the *Quincy House* (\$2.50 a day), Brattle Square; the *Metropolitan* (\$2.50 a day), Washington St., near Dover; the *Creighton House* (\$2.50), 245 Tremont St.; the *Arlington* (\$2.50), near the Northern depots; the *Sturtevant House*, E. Boston; and the *Waverley House*, Charlestown. Of the hotels on the European plan, the *Parker House*, in School St., opposite the City Hall, is the most famous in New England. Other first-class ones are *Young's Hotel*, in Court Ave.; the *Crawford House*, cor. Court and Brattle Sts.; the *Belmont*, in Washington St., near Boylston; and the *Sherman*, Court Square, near the City Hall. Rooms at these hotels are from \$1 to \$3 a day; meals *à la carte* in restaurants attached or elsewhere.

The restaurant of the *Parker House* is famous for its good dinners. The *Cornhill Coffee-House* (Young's), in Cornhill Road, leading from Washington St., is an excellent establishment. *Charles Copeland's*, No. 4 Tremont Row and 128 Tremont St., and *Weber's*, Temple Place, are much frequented by ladies. The *Hotel Boylston Café*, Tremont near Boylston St., is one of the best in the city. *Flack's*, 543 Washington St., is an excellent oyster and chop house; and there are numerous lunch-rooms throughout the business part of the city. Good restaurants are connected with all the railway-stations.

The *Somerset Club* has a fine granite-front house in Beacon St., elegantly furnished. The *Union Club* owns a handsome house in Park St., containing a valuable library and paintings. The *Central Club* is housed in an elegant brown-stone mansion at the cor. of Washington St. and Worcester Square. All these clubs are for social purposes, and admission is obtained by a member's introduction.

Railroad Depots.—The *Lowell Railroad Depot* (Causeway St. near Lowell St.) is one of the largest and finest in the country. It is of brick trimmed with Nova Scotia freestone, 700 ft. long and 205 ft. wide. The train-house has a clear span of 120 ft. without any central support. Just beside it, in Causeway St., stands the depot of the *Eastern Railroad*; and a few paces from the latter is the depot of the *Fitchburg Railroad*. The *Boston & Albany* depot is in Beach St., between Albany and Lincoln Sts.; the depot of the *Maine Railroad* is on Haymarket Square, at the end of Union St.; that of the *Providence R. R.* is on Pleasant St., at the foot of the Common; that of the *Old Colony R. R.* is at the cor. of Kneeland and South Sts.; and that of the *Boston, Hartford & Erie* at the foot of Summer St.

Modes of Conveyance.—The horse-car system of Boston is very complete, and affords easy access to all parts of the city and to most of the suburbs. Fare usually 6 c. *Carriages* are in waiting at the depots and at stands in various parts of the city, and Boston hackmen have an excellent reputation. The fares are regulated by law, and are as follows: For 1 passenger per course in city proper, \$1; from points S. of Dover St. or W. of Berkeley St. to points N. of State, Court, and Cambridge Sts., \$1; each additional passenger, 50 c. From midnight until 6 a. m. double the above rates. Complaints of overcharges should be made to the Supt. of Hacks, City Hall. *Omnibuses* run from Northampton St. to Charlestown every four minutes; from Summer St. to E. Cambridge every 10 minutes. There are 2 *ferries* to East Boston—North Ferry, from Battery St. to Border St.; and South Ferry, from Eastern Ave. to Lewis St. The Winisimmet Ferry connects the city with Chelsea. The suburban and outlying towns may be reached by steam-cars on the various lines of railway.

Streets and Drives.—In the older portions of the city the streets are irregular, and generally narrow, though much has been done toward widening and straightening them since the fire. Those in the "West End," and in the section built on the made land of Back Bay, are wide, regularly laid out, and present a handsome appearance. *Washington St.* is the principal thoroughfare for general retail stores; though *Tremont* and *Winter* Sts. also contain a great many and are much frequented. *State St.* is the financial centre, and contains the headquarters of the leading bankers and brokers. *Pearl St.* is the largest boot and shoe market in the world; and in Franklin, Chauncey, Summer, and the neighboring streets are the great wholesale dry-goods establishments. *Commonwealth Ave.*, running through the newer portion of the city, is one of its finest streets. It is 240 ft. wide, and through the centre runs a long park with rows of trees; on either side are wide driveways. The "fashionable quarter" of the town lies between Canal St. and the Common, and W. of Tremont and Hanover Sts. Nearly all the streets in this section contain costly and elegant private residences. The beauty of its surroundings is such that there are pleasant drives out of Boston in almost any direction. The most popular drive is to and around Chestnut Hill Reservoir (5 m.).

Objects of Antiquarian Interest.—Among "buildings with a history," the most interesting in the United States, next to Independence Hall, in Philadelphia, is **Faneuil Hall**. This famous edifice, the "cradle of liberty," is in Dock Square, which also has an historical reputation because of the meetings of the Revolutionary patriots that

were held there. The building was erected in 1742, by Peter Faneuil, a Huguenot merchant, and by him presented to the town. Its original dimensions were 100 by 40 ft. Destroyed by fire in 1761, it was rebuilt in 1763, and enlarged to its present dimensions in 1805. A full-length portrait of the founder, together with the pictures of Washington, by Stuart, of Webster, by Healy, of Samuel Adams, by Copley, and portraits of John Quincy Adams, Edward Everett, Abraham Lincoln, and Governor Andrew, adorn the walls. The basement of the hall, which was formerly a market, is now a series of stores. The *Old State-House*, in Washington St., at the head of State St., was erected in 1748, and was for half a century the seat of the "Great and General Court of Massachusetts," being the building of which such frequent mention is made in Revolutionary annals. It has long been given up to business purposes, the interior having been completely remodeled, and the edifice surmounted by a roof which has wholly destroyed the quaint effect of the original architecture.

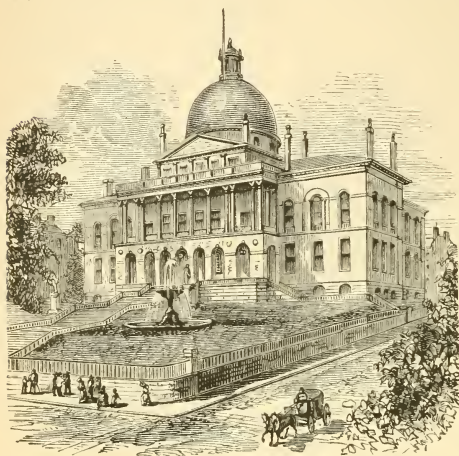


Faneuil Hall.

Christ Church (Episcopal), in Salem St., near Copp's Hill, is the oldest church in the city, having been erected in 1722. It has a lofty steeple, and in the tower is a fine chime of bells. The *Old South Church*, cor. Washington and Milk Sts., is an object of much interest. It is of brick, and was built in 1729, on the site where the first edifice of the society had stood since 1669. The church was used as a place of meeting by the heroes of '76, and, during the British occupation of the city, was used as a place for cavalry-drill. It barely escaped the flames in the great fire, and immediately afterward was leased to the Government for two years for a post-office. It will shortly be sold and torn down. *King's Chapel* (Unitarian), cor. Tremont and School Sts., was founded in 1686, and the present building, a plain granite structure, erected in 1750-'54. Adjoining the church is the first burying-ground established in Boston. In it are buried Isaac Johnson, "the father of Boston," Governor Winthrop, John Cotton, and other distinguished men. On the cor. of Washington and School Sts. is the *Old Corner Book-store*, a building dating from 1712. The old *North Burying-Ground*, on the brow of Copp's Hill, was the second established in the city, and is still sacredly preserved. Here lie three fathers of the Puritan Church, Drs. Increase, Cotton, and Samuel Mather. (See "Common," p. 68.)

Public and Prominent Buildings.—The *State-House* occupies a commanding site on the summit of Beacon Hill, overlooking the "Common," and is the most conspicuous building in Boston. It was commenced in 1793, when Samuel Adams was Governor, and finished in 1798, but was greatly enlarged in 1855. It is 173 ft. long and 61 ft. deep, with a stately colonnade in front, and surmounted by a gilded dome. The hall of the House of Representatives, the Senate-Chamber, the rooms of the Governor, and other offices of state, are in the State-House. On the entrance-floor (Doric Hall) is Ball's statue of Governor Andrew, busts of Samuel Adams, Lincoln, and Sumner, and a collection of battle-flags. In the rotunda opening off Doric Hall are Chantrey's statue of Washington, copies of the tombstones of the Washington family in Brighton Parish, England, and many historical relics. The view from the dome (open when the General Court is not in session) is very fine, including the city, the harbor and ocean beyond, and an immense extent of country in various directions. On the terrace in front of the State-House are statues of Daniel Webster and Horace Mann. The new *Post-Office*, in Milk St., cor. Devonshire and

Water, is of granite, highly ornate in style, and will be, when fully completed, the finest building in New England. It fronts 200 ft. on Devonshire St., and cost from \$2,000,000 to \$3,000,000. The upper stories are occupied by the *U. S. Sub-Treasury*; the Cash-room here is very richly adorned. The **Custom-House** is a large and



State-House.

stately granite structure in State St., near the wharves; it was 12 years in building (1837-'49), and cost \$1,076,000. The form is that of the Greek cross, and the building is 140 ft. long, 95 ft. through the centre, and 75 ft. at the ends. The portico on either front is supported by six massive Doric columns. The *Court-House* is a fine building in Court Square, fronting on Court St. It is of Quincy granite, and is 185 ft. long by 50 ft. wide. The **City Hall**, fronting on School St. in rear of the Court-House, is one of the most imposing edifices in the city. It is of white Concord granite, in the Italian Renaissance style, and is surmounted by a Louvre dome, 109 ft. high. It was completed in 1865, and cost \$505,691. On the lawn, in front, stands the bronze statue of Franklin,

by Greenough. The *County Jail*, in Charles near Cambridge St., is an octagon-shaped granite building, with 4 wings, conducted on the "Anburn plan." The *Beacon Hill Reservoir* (City Water-Works) is a massive granite structure, 200 ft. long and 66 ft. high, fronting on Derne St. The *Merchants' Exchange*, No. 55 State St., was noted for its large size and massive architecture; but it was greatly damaged by the fire of 1872, and has since lost much in remodeling. The **Masonic Temple**, cor. Tremont and Boylston Sts., is a lofty structure of light-colored granite, highly ornamental and unique in style. In the interior are Corinthian, Egyptian, and Gothic halls, besides banqueting-rooms, etc. The old Masonic Hall, farther up Tremont St., at the cor. of Temple Place, is now used by the United States courts. *Odd-Fellows' Hall*, cor. Tremont and Berkeley Sts., is a white granite building of chaste and elegant design. The **Sears Building**, cor. Court and Washington Sts., constructed of gray and white marble in the Italian Gothic style (at a cost of \$750,000), is one of the finest in the city. The *Hotel Boylston*, containing suites of apartments for families, is a large and handsome building at the cor. of Tremont and Boylston Sts., opposite the Masonic Temple. The **Mechanics' Building**, cor. Berkeley and Tremont Sts., opposite Odd-Fellows' Hall, is of white granite in the Italian Renaissance style, 4 stories high. It is used by the Boston Board of Trade and the National Board of Trade. Other noteworthy mercantile buildings are those of the New York Mutual Life Ins. Co., cor. Milk and Pearl Sts.; the New England Mutual Life Ins. Co., cor. Milk and Congress Sts.; the *Emigrant Savings-Bank*, 590 Washington St.; the *Brewer Building*, covering an entire block on Devonshire, Franklin, and Federal Sts.; and the *Franklin Building*, cor. Franklin and Federal Sts., in which are the publishing-house of J. R. Osgood & Co. and the printing establishment of Rand, Avery & Co. All over the burnt district magnificent new buildings and "blocks" have been put up, or are in process of erection. **Quincy Market**, situated just E. of Faneuil Hall, is a large granite building, 530 by 50 ft. and 2 stories high. Here may be seen a profuse display of all kinds of market produce.

Theatres and Places of Amusement.—The *Boston Theatre*, Washington St., near West, is a famous old theatre, the largest in New England. The *Globe Theatre*, Washington St., near Boylston, is new, and is the place where operatic and star performances

are given. The *Museum Theatre*, in the Boston Museum (Tremont near School St.), has an excellent company and select audiences. The museum also contains pictures, casts, wax-figures, and curiosities from all parts of the world; admission, 30c. The *Howard Athenæum*, Howard St., near Court St., is devoted to varieties and negro minstrelsy. *Music Hall*, 15 Winter St., is one of the finest in the country, and contains the second largest organ in the world, built in Germany, and costing \$80,000. Classic music is performed here, and organ-concerts are given semi-weekly. Lectures, concerts, and readings, are given at *Tremont Temple*, in Tremont St., opposite the Tremont House; at *Beethoven Hall*, in Washington St., near Boylston; and at *Horticultural Hall*, No. 100 Tremont St. *Horse-races* take place at Beacon Park and Mystic Park, in the suburbs of the city.

Libraries, Art-Galleries, etc.—The **Boston Public Library**, in Boylston St., opposite the Common, is, next to the Library of Congress, the largest in America. It contains over 260,000 volumes, besides 100,000 pamphlets and the valuable Tosti collection of engravings. The Library and reading-room are free to all, but only residents of the city can take books away. The **Boston Athenæum** is an imposing edifice of Pater-son freestone, in the Palladian style, in Beacon St. near Bowdoin. It was incorporated in 1807, and is one of the best endowed institutions of the kind in the world. The first story of the building contains the sculpture-gallery (which includes statues by Greenough, Crawford, Houdon, and numerous casts) and the reading-room. The library of 96,000 volumes is in the second story, and the picture-gallery in the third. Strangers must be introduced by a member in order to get access to the library. Admission to the picture-gallery (which is very rich in copies from the old masters, American paintings, antiquities, etc.), 25c. The *American Academy of Arts and Sciences*, incorporated in 1780, has its rooms and its library (15,000 volumes) in the Athenæum building. The *Congregational Library* (7,000 volumes), No. 40 Winter St., is rich in ecclesiastical literature and has a good reading-room. There are also many other libraries in Boston which we have not space to mention. Free reading-rooms may be found at the *Young Men's Christian Union* (300 Washington St.), and at the *Young Men's Christian Association* (cor. Tremont and Eliot Sts.).

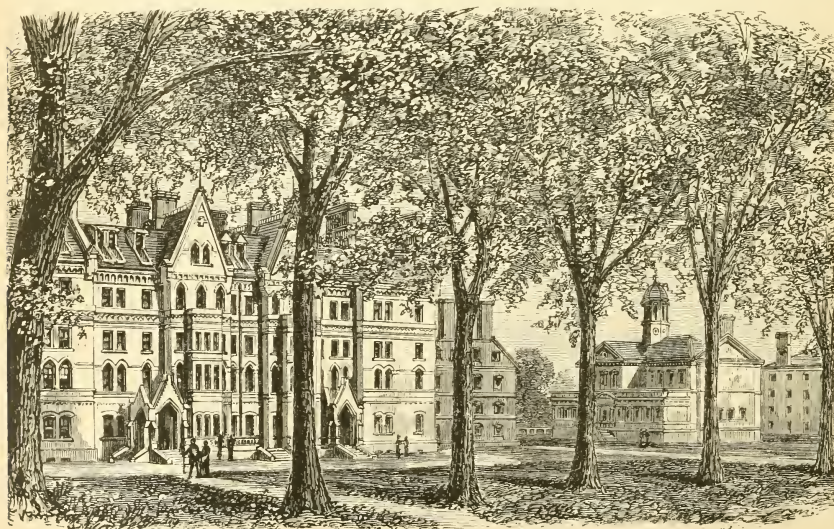
The **Museum of Fine Arts**, on Art Square (St. James Ave. and Dartmouth St.), is an elegant new building of red brick, elaborately adorned with terra-cotta bass-reliefs, copings, and mouldings. The halls on the lower floor will contain statuary, casts, and valuable collections of Egyptian antiquities and sculptures. In the upper halls will be spacious picture-galleries, and a library. The collections of the Boston Athenæum are to be transferred to this Museum, which, besides, possesses some of the most valuable works of art in the country. Art exhibitions are given in the *Studio Building*, Tremont St. next to Horticultural Hall, and at the rooms of the *Boston Art Club*, in Boylston St. Good pictures, engravings, etc., may be seen (free) at the sales-galleries of Williams & Everett, No. 234 Washington St.

Horticultural Hall, No. 100 Tremont St., is an elegant structure of white granite, whose front is richly ornamented with columns, statues, and carved cornices. Annual floral shows are held here; also fairs, concerts, and lectures. The magnificent new building of the *Society of Natural History* is on the cor. of Boylston and Berkeley Sts. Its library numbers 12,000 volumes, and it has valuable cabinets (open to the public on Wednesday and Saturday afternoons). The *Massachusetts Historical Society*, 30 Tremont St., possesses a library of 19,000 volumes, and many valuable MSS., coins, charts, maps, portraits, and historical relics. The *New England Historical and Genealogical Society*, 18 Somerset St., has a valuable library and a small collection of curiosities.

Churches.—There are upward of 150 church edifices in Boston, of which the old historical ones (Christ, Old South, and King's Chapel) have already been described. **St. Paul's** (Episcopal), facing the Common between Winter and West Sts., is of gray granite in the Ionic style, with a portico supported by 6 columns of Potomac sandstone. Near by, at the cor. of Park and Tremont Sts., is the old *Park Street Church* (Congregational), founded in 1809. It occupies a fine position, and has a beautiful spire. Adjoining the church is the *Old Granary Burying-Ground*, in

which are buried Peter Faneuil, Samuel Adams, John Hancock, and other distinguished men. *Emanuel Church* (Episcopal) is in Newbury St. near Berkeley. The *Arlington Street Church* (Unitarian), in Arlington St., fronting the Public Garden, is a handsome freestone structure, with an excellent chime of bells in its tower. The *First Church* (Unitarian), cor. Berkeley and Marlborough Sts., is one of the most beautiful in the city. It has a powerful organ, stained-glass windows, and the interior is richly decorated. The society dates from 1630. Close by, on the cor. of Berkeley and Newbury Sts., is the *Central Congregational*, one of the most elegant churches in New England. It is of Roxbury stone with sandstone trimmings, cruciform in shape, with rich stained windows, and a lofty stone spire, 240 ft. high. The new *Old South*, cor. Boylston and Dartmouth Sts., consists of a group of buildings—church, chapel, and parsonage. It is of Roxbury stone; the interior is extremely ornate, and the tower is 235 ft. high. The *Brattle-Square Church* (Unitarian), cor. Commonwealth Ave. and Clarendon St., is of Roxbury stone, in the form of a Greek cross, and very massive in style. The campanile is 176 ft. high, surrounded near the top with a frieze containing colossal statues in high-relief, after designs by Bartholdy. *Trinity Church* (Episcopal—Phillips Brooks) is in process of erection at the cor. of Clarendon and Boylston Sts. It will cost \$750,000, and will be one of the largest and finest churches in Boston. The *Methodist Church*, in Tremont St. near Concord, has two spires, and is a fine structure. The *Church of the Immaculate Conception* (Roman Catholic), in Harrison Ave. near Concord St., has a fine interior and is famed for its music. The new *Church of St. James* (Roman Catholic), in Harrison Ave., is in the purest form of a classical basilica, and the interior is richly painted and adorned. The *Cathedral of the Holy Cross* (Roman Catholic), cor. Washington and Malden Sts., was begun in 1867 and is still unfinished. It is in the mediæval Gothic style, and when completed will be the largest and finest church edifice in New England. The main spire will be 320 ft. high, and will contain a chime of bells.

Educational and Charitable Institutions.—Though *Harvard University* does not, strictly speaking, belong to Boston, it will be most convenient to describe it here. This

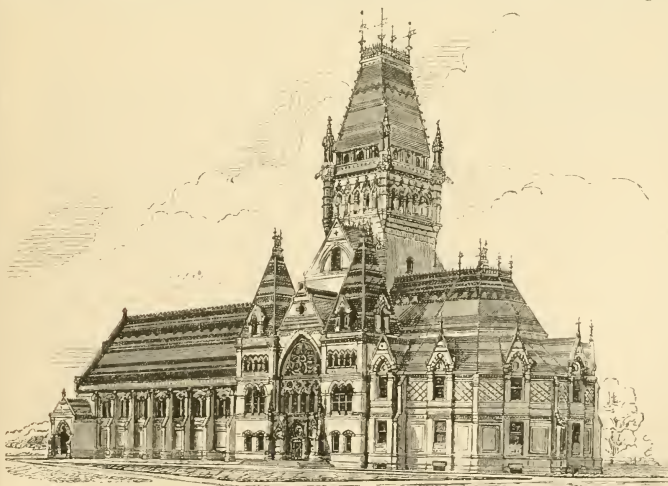


Matthews Hall (showing also Massachusetts and Harvard Halls).

venerable seat of learning is at Cambridge, $3\frac{1}{2}$ m. from Boston (horse-cars from Bowdoin Square). It was founded in 1638 by the Rev. John Harvard, and embraces, besides its collegiate department, law, medical, dental, scientific, and theolo-

gical schools. In 1875-'76 there were 119 instructors, and 1,278 students. The university lands in various parts of Cambridge comprise 60 acres. The college-yard contains about 15 acres, tastefully laid out and adorned by stately elms. Here, forming a large quadrangular inclosure, are clustered 15 buildings, of brick or stone, from 2 to 5 stories high. The most notable of these are Matthews Hall, a large and ornate structure used as a dormitory; Massachusetts Hall, an ancient building (dating from 1720), used as a reading-room; Holden Chapel; Harvard University, Gray, and Boylston Halls; Appleton Chapel; Thayer Hall, and Dane Hall, for the law school. Gore Hall, beyond the quadrangle, contains the university library (130,000 volumes). Near the college yard are the Gymnasium and the Zoölogical Museum. About $\frac{3}{4}$ m. N. W. of the college group is the Botanical Garden, containing a valuable herbarium, and near it is the Observatory.

Memorial Hall, erected by the alumni and friends of the university in commemoration of the students and graduates who lost their lives during the civil war, is a



Memorial Hall.

massive structure of brick and Nova Scotia stone, 310 ft. long by 115 wide, with a tower 200 ft. high. It is one of the finest college buildings in the world, and cost \$575,000. The Medical College, attached to the University, is in Boston at the foot of Bridge St. Its anatomical museum is worth visiting.

Boston University was founded in 1869 by Isaac Rice, who bequeathed it \$2,000,000. The plan of the institution contemplates schools for advanced students in

every department of knowledge. The schools of theology and law and the college of music are already in operation. *Boston College* is a Jesuit institution, in Harrison Ave., near Concord St. The *Institute of Technology*, "devoted to the practical arts and sciences," has an elegant brick and stone structure in Boylston St., between Berkeley and Clarendon. The *New England Female Medical College*, founded in 1848, had 5 instructors and 26 pupils in 1871.

Of the charitable institutions, the *Perkins Institution for the Blind* is famous all over the world. It was founded in 1831 by Dr. Samuel G. Howe, under whose charge it remained until his death, and occupies spacious buildings on Mt. Washington, S. Boston. Near by on the hill is the *Carney Hospital*, managed by the Sisters of Charity. The *Massachusetts General Hospital* is a vast granite structure on Charles River, between Allen and Bridge Sts. The *City Hospital*, in Harrison Ave., opposite Worcester Square, is a conspicuous granite edifice surmounted by a lofty dome, and standing in grounds 7 acres in extent. The *Marine Hospital* (for invalid seamen) occupies a commanding site in Chelsea, and is a spacious and stately building. The *U. S. Naval Hospital* is near by. The *House of Industry* and the *Alms-house* are on Deer Island in the harbor; and the *House of Correction* and *Lunatic Asylum* in S. Boston.

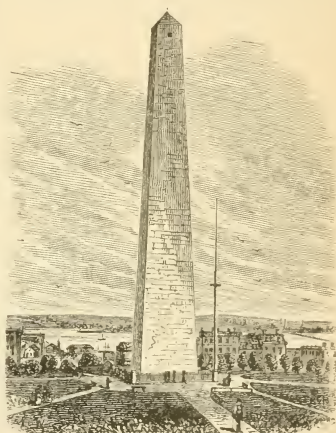
Parks and Public Squares.—The principal of these is **Boston Common**, a park of 48 acres in the heart of the city, surrounded by a handsome iron fence, and laid out in sloping lawns and rambling walks, shaded by great numbers of magnificent trees. The Common is considered to date from 1634, and by the city charter it is made public property forever, and the city cannot sell it or change its character. A pond and fountain, on the site of the ancient "Frog Pond," occupy a central point in the grounds. The *Old Elm*, believed to have existed before the settlement of the city, was for many years one of the principal Boston sights. It was much damaged by storms in 1860 and 1869, and was finally blown down in the gale of Jan. 26, 1876. It stood near the pond. On Flagstaff Hill, near the site of the Elm, is the *Soldiers' Monument*, 90 ft. high. The plinth is in the form of a Greek cross, richly sculptured; and at the four corners are statues of heroic size, representing Peace, History, the Army, and the Navy. The shaft is a Roman-Doric column, with 4 allegorical figures, representing the North, South, East, and West, sculptured in *alto-rilievo* around its base. The whole is surmounted by a colossal figure of America, standing on a hemisphere, guarded by 4 figures of the American eagle, with outspread wings. Near Park St. is the beautiful *Brewer Fountain*, of bronze, cast in Paris.

The **Public Garden**, which was once a part of the Common, is now separated from it by Charles St. It comprises 21 acres, beautifully laid out, and contains a conservatory, Ball's admirable equestrian statue of Washington, Story's bronze statue of Edward Everett, one representing "Venus rising from the Sea," and the beautiful monument in honor of the discovery of ether as an anæsthetic. In the centre is a serpentine pond covering 4 acres and crossed by a handsome bridge. There are numerous smaller squares in Boston, but none call for special mention.

Cemeteries.—**Mount Auburn**, about 1 m. from Harvard University and 4 m. from Boston (reached by horse-cars from Harvard Square), constitutes one of the sights of Boston, and should be seen by every visitor. It is the property of the Massachusetts Horticultural Society, was consecrated September 24, 1831, and contains 125 acres. It is the oldest and by many is considered the most beautiful of American rural cemeteries, and is embellished by landscape and horticultural art and many elegant and costly monuments. The gateway is of Quincy granite in the Egyptian style, 60 ft. long and 25 ft. high. The Chapel, an ornamented Gothic edifice of granite, not far from the gate, contains statues of Winthrop, Otis, John Adams, and Judge Story. Central, Maple, Chapel, Spruce, and other leading avenues, afford a circuit of the entire grounds, with a view of the principal monuments. The Tower, 60 ft. high, in the rear of the grounds, is 187 ft. above Charles River, and commands a fine view. It is reached by Central, Walnut, and Mountain Avenues. Numerous lakes, ponds, and fountains in various parts of the cemetery add to its beauty. *Forest Hills*, in West Roxbury (reached by horse-cars and

by Providence R. R.), is, next to Mount Auburn, the most visited of Boston cemeteries. It is larger and plainer than Mount Auburn, but is tastefully laid out, and contains some fine monuments. The entrance is an elegant, turreted Gothic structure. A fine view may be had from Snow-flake Cliff. *Woodlawn*, 4 m. N. of Boston and 2 m. from Chelsea, has many attractive features. The gatehouse is a lofty, Gothic structure, 56 ft. high. Rock Tower, near the entrance, commands a fine view of the harbor, islands, and ocean. *Mount Hope Cemetery*, in W. Roxbury, is in the care of the city. The old burying-grounds in the city itself have already been described.

Suburbs.—The environs of Boston are remarkably attractive. On almost all sides lie picturesque and venerable old towns, and the country between, even when not strictly beautiful, is never flat and tame. Charlestown, Brighton, Jamaica Plain, and W. Roxbury, were annexed in 1875, and now form part of the city. Roxbury and Dorchester have been previously annexed. In all of them are the fine villa residences of Boston merchants, and other features of interest which make them worth a visit. At *Charlestown*, on the N. (reached by horse-cars from Scollay Square), is the famous **Bunker Hill Monument**, occupying the site of the old redoubt at Breed's Hill, and commemorative of the eventful battle fought on the spot, June 17, 1775. It is a plain but massive obelisk of Quincy granite, 30 ft. square at the base, and 221 ft. high. From the observatory at the top, reached by a spiral flight of 295 steps, is obtained a magnificent view, including the entire vicinity of Boston. The monument was dedicated July 17, 1843, in the presence of President Tyler and his cabinet, on which occasion Daniel Webster delivered an oration which is considered his finest oratorical effort. In the house near the monument is a fine statue of General Warren, who was killed on the Hill; and a stone marks the spot where he fell. The *U. S. Navy-Yard* is also located in Charlestown. It comprises about 100 acres, and contains, among other objects of interest, the longest rope-walk in the country, and an immense dry-dock. In *Chelsea* (connected with Boston by ferry, and with Charlestown by a bridge over the Mystic River) are Woodlawn Cemetery, Marine Hospital, and Naval Hospital, which have already been described. *Chelsea Beach*, 5 m. from Boston (reached by horse-cars or by Eastern R. R.), is a smooth, hard, sandy beach, well adapted for driving or walking. It is much visited by citizens on Sundays and holidays. *Brighton*, a station on the Albany R. R., 5 m. W. of the city proper, is famous for its cattle-market. *Point Shirley*, 5 m. from Boston, affords a pleasant drive. The most direct route is *via* the E. Boston ferry. Excellent fish and game dinners and suppers may be obtained here, at Taft's Hotel. **Brookline** is a beautiful town on the New York & New England R. R. (reached also by Causeway from Boston). In it is the Brookline Reservoir, with a capacity of 120,000,000 gallons. About 1 m. distant, on the boundaries of Brookline, Brighton, and Newton, is the great *Chestnut Hill Reservoir*, with a capacity of 800,000,000 gallons. From Boston to and around this point is a favorite drive. The chief attraction of **Cambridge** (Harvard University) has already been described, but the city itself is well worth a visit. *Lexington* and *Concord* are reached by the Lexington Branch R. R. from the Lowell depot.



Bunker Hill Monument.

The harbor of Boston, as elsewhere remarked, is one of the best and most spacious on the coast, and to the summer visitor affords one of the most attractive features of the city. Frequent excursions to different points take place in the summer season, and by taking a steamer to Hingham (twice daily from Liverpool

Wharf) the principal islands and fortifications may be seen. The most important of these fortifications are, *Fort Independence*, on Castle Island; *Fort Winthrop*, on Governor's Island; and *Fort Warren*, on George's Island. Deer, Long, Rainsford, Spectacle, Gallop, and Thompson's Islands, are also passed.

NEW YORK TO NEW HAVEN.

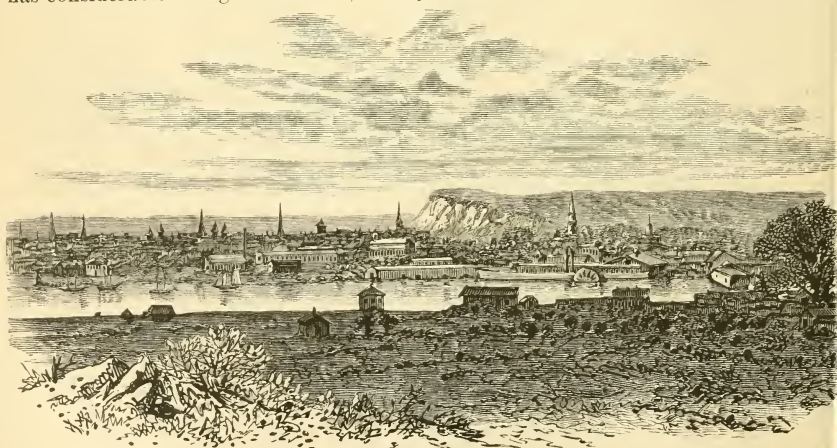
(Via New York & New Haven R. R. Distance, 73 m. Time, 2½ hrs. Fare, \$2.)

LEAVING the Grand Central Depot, the train runs on the track of the New York & Harlem R. R. as far as Williams's Bridge (14 m.), and then takes the New York & New Haven road, which runs through several pretty suburban towns. *Greenwich* (31 m.) is the first station in Connecticut, and is pleasantly situated on hill-slopes commanding a fine view of Long Island Sound. *Stamford* (37 m.) and *Norwalk* (45 m.) are handsome towns, containing many villas of New York merchants, and are frequented as summer resorts. *Fairfield* (54 m.) is a highly-popular summer resort, situated about ½ m. from the beach. *Bridgeport* (59 m.) is a flourishing town of 20,000 inhabitants, situated on an arm of Long Island Sound, and noted for the extent and variety of its manufactures. Several pretty villages are now passed, and as the train approaches New Haven, across extensive salt meadows, West and East Rocks, two abrupt promontories, 400 and 300 ft. in height, are conspicuous objects.

NEW HAVEN.

Hotels: The *New Haven House*, cor. College and Chapel Sts., is the largest and best (\$4-4.50 a day). The *Tontine* (cor. Church and Court Sts.) and the *Tremont* are good (\$3 a day).

NEW HAVEN, the largest city in Connecticut, is situated at the head of New Haven Bay, 4 m. from Long Island Sound, upon a broad plain surrounded by hills of moderate height. It was settled in 1638 by a colony from London, was a distinct colony until 1665, was incorporated as a city in 1784, and from 1701 to 1875 was one of the capitals of the State. The city is the centre of 5 railroads, and has considerable foreign commerce, chiefly with the West Indies. Its coasting-trade



New Haven.

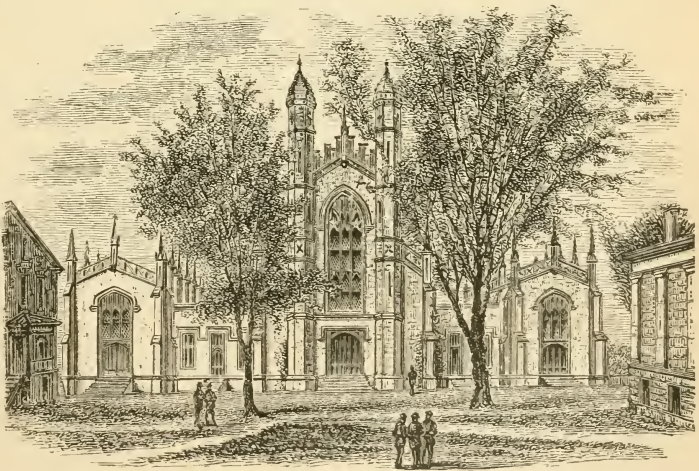
is also large; and its manufactures are very extensive, including machinery, hardware, locks, clocks, firearms, carriages, organs, pianos, jewelry, India-rubber goods etc. The population in 1870 was 50,840. **Chapel St.**, the principal thoroughfare extends in a W. N. W. direction throughout the length of the city. *State* and

Church are also important business streets, and **Hillhouse Ave.** is lined with handsome private residences. The number of magnificent elms with which its principal avenues are planted has caused New Haven to be called the "City of Elms." They were mostly set out about the close of the 18th century, by James Hillhouse, or through his influence and example.

The public square or "**Green**," in the centre of the city, is a fine lawn magnificently shaded, and has in it the *State-House* (where the Legislature assembled on alternate years till 1874), the *Centre Church*, the *North Church*, and *Trinity Church*. In the rear of Centre Church is the grave of the regicide John Dixwell, marked by a marble monument. On the E. side of the Green is the **City Hall**, a very handsome building, in which the courts are held, and the city, town, and county have their local offices. The *Custom-House*, in Church St. near Chapel, is of Portland stone, and has apartments for the *Post-Office* and U. S. courts. The other principal public buildings are the *Court-House*, in Church St., the *State Hospital*, the *Medical College*, the *Orphan Asylum*, the *County Prison*, and the *Almshouse*. The last three are in the W. part of the city. *Wooster Square*, in the E. part, is an inclosure of 5 acres, laid out with remarkable elegance and good taste. The *Old Burying-Ground*, on Grove St. near High, contains many interesting monuments, among which are those which mark the graves of Theophilus Eaton (first Governor of New Haven Colony), Roger Sherman (signer of the Declaration), Timothy Dwight, Benjamin Silliman, and Noah Webster. The *Evergreen Cemetery*, on the bank of West River, is large and tastefully adorned, and the *New Haven Burying-Ground*, N. W. of the city, is worth visiting.

Across Temple St. from the Green are the grounds of **Yale College**, one of the oldest and most important educational institutions in America. It was founded in 1700, removed to New Haven from Saybrook Point in 1717, and in 1875-'76 had 86 instructors and 1,051 students. Besides its Academic Department, the College has a Law School, a Medical School, a Scientific School, a Theological School, and a School of the Fine Arts. The most noteworthy buildings are the Library, contain-

ing 90,000 volumes; the Art Building, containing the Trumbull collection of historical paintings, the well-known "Jarves collection" of early Italian pictures, some interesting casts from Greek antiquities, and a few modern works of art; the Alumni Hall, in which are hung portraits of dis-



The Library.

tinguished officers and graduates of the College; the Old Commons' Hall, containing the great geological cabinets; and the new buildings, Durfee Hall and Farnum Hall, at the N. end. These buildings are all in College Square. Just N. of it is the handsome structure of the Theological School; and still farther N., in Grove St., the hall of the Sheffield Scientific School, with its laboratories, library, and scientific collections. The Gymnasium, said to be the most complete in the country, is in Library St.

The East and West Rocks, already mentioned as noticeable in approaching the city, are worth a visit. **East Rock** (reached by horse-cars from the Green) is 300 ft. high, and affords a wide and beautiful view. A small hotel is on the summit. **West Rock** (reached by horse-cars from Chapel St.) is 400 ft. high, and also affords an attractive view. On the top there is a group of bowlders called the "Judges' Cave" because Goffe and Whalley, two of the judges of King Charles I., of England, were secreted here for a while in 1661. Near the base of the rock on the N. is Winter-green Fall, a pretty cascade. Near by is Maltby Park, 800 acres in extent, containing the city water-works and some picturesque drives and rambles. *Savin Rock*, a bathing-place, with summer hotels, on Long Island Sound, 4 m. S. W. of the city, is a favorite resort (reached by horse-cars from the Green). *Sachems' Wood* (the Hillhouse residence), at the head of Hillhouse Ave., is a pleasant spot. The most popular drive is down the E. side of the harbor to Forts Hale and Wooster, the latter an old ruin dating from 1814, the former recently dismantled. From the hill on which *Fort Wooster* stands there is a fine view, shown in our engraving.

NEW HAVEN TO HARTFORD.

(Via New Haven, Hartford & Springfield R. R. Distance, 36 m. Time, 1 to 1½ hr. Fare, \$1.10.)

THIS road as far as Springfield, 26 m. beyond Hartford, is one of the main highways to Boston, and it continues on to the Canadian frontier as the best route from New York to the White Mountains and to Quebec. The valley of the Connecticut is one of the most beautiful in the country, but the tourist sees but little of the lower river from the cars, the track not running along the river-bank until after passing above Hartford. Three or four pretty towns are passed on the route between New Haven and Hartford, and there is nothing else to challenge attention.

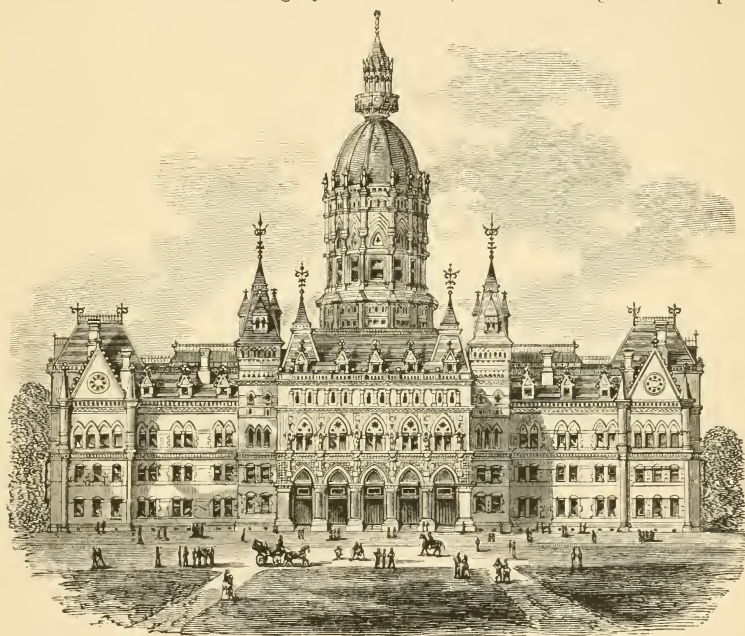
HARTFORD.

Hotels: The *Allyn House*, near the depot, is the largest and best (\$4 a day).¹ The *United States*, on State-House Square (\$3 a day), and the *City Hotel*, in Main St. (\$3 a day), are good.

HARTFORD, the capital of Connecticut, and one of the most beautiful cities in New England, is situated at the head of sloop navigation on the Connecticut River, 50 m. from Long Island Sound. It comprises 10 sq. m., and is about 3¼ m. long, with an average breadth of 3 m. It is intersected by Park River, which is spanned by 11 bridges. A bridge across the Connecticut, 1,000 ft. long, connects the city proper with East Hartford. Hartford was settled by the Dutch, in 1683, and the site of the first houses, at the junction of the Connecticut and Park Rivers, is still known as "Dutch Point." In 1635 the first English colony settled here, and named the place in honor of Hartford, England, the birthplace of one of their ministers. From 1701 to 1875 Hartford shared with New Haven the honor of being capital of the State, but in the latter year, by virtue of a constitutional amendment, it became the sole capital. The business of Hartford is very extensive, not only on account of its numerous manufactories, but also because it is one of the great centres of fire and life insurance. The aggregate assets of the banking and insurance companies at the beginning of 1874 were over \$135,000,000. The manufactories include iron and brass ware, steam engines and boilers, sewing-machines, firearms, mechanics' tools, silver-plated ware, stoneware, woolens, envelopes, cigars, fertilizers, and a vast number of other productions. The population in 1870 was 37,180.

The city is regularly laid out, part of the streets running nearly parallel to the river, and others crossing them E. and W. **Main St.**, which extends from N. to S. through the principal portion of the city, is the great thoroughfare. On it are the principal public buildings, churches, and retail stores, and for more than a mile it presents an almost unbroken range of brick and stone edifices. *State, Commerce, and Asylum Sts.*, are also the seat of a large and active business. In the outskirts are many tasteful and elegant residences, and the city, as a whole, is remarka-

bly well built. The *State-House*, an old brick structure, erected in 1794, stands on State-House Square, and contains the public offices and the State Library. In the secretary's office is the famous charter. In the Senate-chamber is a full-length portrait of Washington, by Stuart, portraits of former colonial and State Governors, and an elegant chair made from the charter-oak. From the cupola on the top of the building there is a fine view. The *City Hall* is a handsome building in the Grecian style, fronting on Market St., near State-House Square. The *Post-Office* is at 252 Main St. The *Opera-House* (395 Main St.) is an elegant structure with a tasteful interior. The *State Arsenal*, in the N. section of the city, is a large and stately edifice; and the *Union Depot* is one of the finest in New England. The *City Park* (46 acres) is beautifully situated in a bend of Park River, S. of the depot, and contains a fine bronze statue of Bishop Brownell, and a statue of General Putnam. Here the *New State-House*, of marble, in the secular Gothic style, is in process of construction. It is to be 300 ft. long by 200 ft. wide, and 250 ft. high to the top of the



New State-House.

dome. Besides spacious chambers for the two Houses of the Legislature, it will contain rooms for the Supreme Court and the State Library. Its estimated cost is \$1,500,000. The *Asylum for the Deaf and Dumb* is beautifully situated on a hill near the depot, in the midst of extensive grounds. It was founded in 1817, and was the first institution of the kind in America. The *Retreat for the Insane*, founded in 1824, stands upon elevated ground in the S. W. part of the city. It has extensive and highly-ornamented grounds, from which fine views of the city and of the Connecticut Valley may be obtained. The *Hartford Hospital*, in Hudson St., near the Retreat, is a handsome building of Portland stone.

Among the many fine churches in the city, the most noticeable are: the *Church of the Good Shepherd* (Episcopal), erected by Mrs. Colt as a memorial of her husband and children. It is in the pure Gothic style, with a spire 150 ft. high, and has a rich interior. *Christ Church* (Episcopal), cor. Main and Church Sts., is a fine specimen of Gothic architecture, as is the *Park Church* (Congregational). The *Pearl St*

Church (Congregational) has a graceful stone spire. The *South Baptist*, the *First Methodist*, and *St. Patrick's Cathedral* (Roman Catholic), are handsome buildings. The Roman Catholics are erecting a new cathedral in Farrington Ave. The leading educational institution is *Trinity College* (Episcopal), founded in 1823. In 1874 it had 17 instructors and 94 students, and a library of 7,000 volumes. The buildings, comprising 3 stone halls, called respectively Seabury, Jarvis, and Brownell, are situated in Trinity St., near the City Park. These grounds, however, have been sold to the city, the trustees reserving the right to use them until April, 1877, with the exception of Brownell Hall, a portion of which has been demolished to make room for the new State-House. A new site for the College, about 1 m. S. of the present one, has been purchased. The new *High-School*, near the Park, and a little S. W. of the depot, and the new *Brown School*, in Market St., are among the finest school-houses in the country. The *Theological Institute of Connecticut* (Congregational), cor. Prospect St. and Wadsworth Alley, has a library of 7,000 volumes. The *Wadsworth Athenæum* is a fine granite edifice, in the castellated style, in Main St. The central portion is used as a fine-art gallery, in which are some good pictures and statuary; in the S. portion are the museum, library (16,000 volumes), and other rooms of the State Historical Society, through which is the entrance to the Watkinson Library, a free public library, containing 27,000 volumes. The N. portion is occupied by the Young Men's Institute, which has a library of 23,000 volumes. This institution is well worth a visit.

Colt's Firearms Manufactory and the *Willow Works* form a village of themselves in the S. E. portion of the city. The grounds extend from the river to Main St., upon which stands the elegant Colt mansion ("Armsmead"), surrounded by immense greenhouses, graperies, etc. The *Ancient Burying-Ground*, containing the ashes of the first settlers, is in the rear of Centre Church, in Main St. The largest cemetery is in the N. part of the city; but the *Cedar Grove Cemetery* (reached by Main St. horse-cars) should be visited to see the Colt monument, the Beach monument, and the fine prospect over the surrounding country.

The vicinity of Hartford abounds in picturesque drives and walks. The favorite drives are to *Tumble-down Brook*, 8 m. W., on the Albany road; to *Talcott Mountain*, 9 m. W.; to *Prospect Hill*; and to *Wethersfield* (6 m. N.), the most ancient town on the river. *East Hartford* (reached by the long bridge) contains some quaint old houses.

NEW HAVEN TO PROVIDENCE.

(Via Shore Line and Stonington & Providence R. R. Distance, 112 m. Time, 2½-4 hours. These roads form a part of one of the principal through-routes between New York and Boston.)

LEAVING New Haven, the road still runs along the shore of Long Island Sound through a country populous and well cultivated but destitute of marked scenic attractions. *Guilford* (16 m.) is a pretty town, shaded with fine trees, and much frequented as a summer resort. *New London* (50 m.) is one of the oldest towns in Connecticut, is largely engaged in the whale-fishery, and is the site of a United States Navy-Yard. It is picturesquely situated, and contains 10,000 inhabitants. *Mystic* (58 m.) is the site of the celebrated Pequot massacre (May 26, 1637), when the colonists under John Mason annihilated the tribe, burning their forts, and shooting down men, women, and children. *Stonington* (62 m.) is also an old town, is pleasantly situated near the ocean, and is a favorite watering-place. This is the last station in Connecticut, and the only station of importance between it and Providence is *Westerly* (68 m. from New Haven), noted for its extensive manufactures. Providence is 188 m. from New York, by the Shore Line, and is reached also by the "Stonington Line" of steamers, by the "Norwich" and "Fall River" lines, and by the direct through-line.

PROVIDENCE.

Hotels: The *City Hotel*, in Broad St., and the *Aldrich House*, near the depot, are the best. The *Central*, 10 Canal St., is on the European plan. The *Narragansett Hotel*, now in process of construction, will be of immense size.

PROVIDENCE, one of the most beautiful cities in New England, and surpassed only by Boston in wealth and population, is the chief city and one of the capitals of Rhode Island. It is picturesquely situated on the northern arm of Narragansett Bay, known as Providence River. The river extends to the centre of the city, where it expands into a beautiful cove nearly a mile in circumference, along which is a wall surmounted by an iron railing. A park planted with elms, and laid out in graveled walls, surrounds the cove. The land on which the city stands is very irregular. On the E. side a hill rises to the height of 204 ft. above tide-water. On the W. it is level, with little elevation for a quarter of a mile, when the land rises to the height of 75 ft. The sides and summits of the hills are covered with dwelling-houses, interspersed with gardens and ornamented with trees. Providence is an ancient town, dating as far back as 1636, when its founder, Roger Williams, banished from Massachusetts on account of his religious opinions, sought here that liberty which was denied to him elsewhere. The rock ("What Cheer Rock") on the bank of the Seekonk River on which he landed, and where he was received by the Indians, is about 1 m. from the centre of the city near the E. end of Power St. The town suffered severely in the famous war with King Philip, 1675, when a considerable portion of it was burned. It was incorporated in 1832, and in 1875 had a population of 100,675. Nine railroads converge at Providence, which has also a large coasting and some foreign trade. Its manufactures are very extensive, including "prints" (for which it is the leading American market), cotton and woolen goods, iron, gold and silver ware, and numerous other articles. The celebrated Gorham-plate, the Peabody rifles, and the Corliss engines, are manufactured here; and the workshops of the American Screw Company (employing 2,500 hands) are the best-appointed of their kind in the country. Seven out of the 9 railroads use the same *Railroad Depot*, a spacious and elegant brick structure situated near the heart of the city on the S. side of the cove, and fronting on Exchange Place. Horse-cars run through different parts of the city, and to the adjoining towns.

The main business thoroughfare is *Westminster St.*, and extending from it to Weybosset St. is the *Arcade*, the finest of the kind in the United States. It is 225 ft. long by 80 wide, a portion in the centre being 50 ft. wider; it is 3 stories high, has 78 shops, and is devoted chiefly to the retail trade, the principal articles sold being dry-goods, boots and shoes, hats, and jewelry. The building is of granite, with two imposing Doric porticoes, one on each street. In the vicinity is the massive granite building of the *Custom-House* and *Post-Office*. The *State-House* is a small brick building on the E. side of Providence River, at the corner of Main and Court Sts. Near the railroad depot a granite building for the City Hall has recently been commenced, which is estimated to cost \$675,000, and which will be one of the finest municipal buildings in New England. A *County Court-House* is to be erected on the cor. of College and Benefit Sts. The new *Opera-House* and the *Butler Exchange* (in Westminster St.) are fine structures; and several of the school-houses are exceptionally handsome buildings. Close by the railroad depot in the middle of an open square is the *Soldiers' and Sailors' Monument*, erected by the State in memory of its citizens who fell in the civil war. It was designed by Randolph Rogers, cost \$60,000, and consists of a base of blue Westerly granite, with five bronze statues. On the monument are inscribed the names of the soldiers it commemorates, 1,741 in number.

There are 76 churches in the city, of which the most notable are: the *First Baptist*, a quaint old edifice, erected in 1774-'75, standing in open grounds on the side of a hill (in N. Main St. near President). It was founded in 1639, and is the oldest Baptist society in America. *Grace Church* (Episcopal), in Westminster St., is a handsome stone structure, with an exceedingly graceful spire. *St. Stephen's* (Episcopal) is a substantial brown-stone edifice, with stained-glass windows, and richly-decorated interior. The *Union Congregational*, and the Roman Catholic churches of *St. Mary* and *St. Joseph*, are fine buildings. On the heights in the E. section of the city stand the 6 handsome buildings of *Brown University*, an old and important institution of learning. It was founded in 1764, and was first located at Warren, Rhode Island, but was removed to Providence in 1770. Its library con-

tains over 40,000 volumes, and is remarkably rich in rare and costly works. The Museum of Natural History contains a valuable collection of specimens; and the art-collection embraces some good portraits. The grounds comprise 16 acres, and are beautifully adorned with elms. The *Rhode Island Historical Society*, founded in 1822, occupies a fine brick and granite building opposite the University grounds. It has a library of 6,000 volumes and 35,000 pamphlets, besides a large collection of MSS. and other memorials relating to the history of the State. The *Athenæum*, cor. College and Benefit Sts., is a substantial granite building, containing a reading-room and a well-selected library of 34,000 volumes; also some valuable paintings, including portraits by Allston and Sir Joshua Reynolds, and Malbone's masterpiece. The *Butler Hospital for the Insane* occupies large and imposing buildings on the W. bank of Seekonk River, surrounded by extensive grounds. The *Dexter Asylum for the Poor* is a fine edifice of brick, situated on elevated land E. of the river in Hope St. The grounds, which comprise about 40 acres, are inclosed by a stone wall 8 ft. high. The *Rhode Island Hospital* has stately buildings surrounded by pleasant grounds in the S. part of the city, fronting on the harbor. The *Reform School* occupies the large mansion in the S. E. section of the city, formerly known as the Tockwotton House; and near by is the *Home for Aged Women*. The *State Prison* is a gloomy structure on the N. side of the cove, near the depot.

Besides the promenades about the cove, there are several small public squares. *Roger Williams Park*, containing about 100 acres, is near the W. shore of Narragansett Bay, in the S. part of the city; it was devised to the city in 1871 by Betsey Williams, a descendant of Roger Williams. *Swan Point Cemetery*, tastefully laid out and elegantly ornamented, is on the E. bank of the Seekonk River, near the Butler Hospital for the Insane.

At Cranston, 4 m. W. of Providence, is the famous *Narragansett Trotting Park*. A favorite drive is to *Hunt's Mill* (3½ m.), where there is a beautiful brook with a picturesque little cascade. *Vue de l'Eau* is the name of a spacious summer-hotel, picturesquely perched upon a high terrace 4 m. below the city, overlooking the Bay and the country for many miles around. *Pawtuxet*, 5 m. from the city on the W. shore of the Bay, has a fine beach and excellent bathing. Below is *Gaspée Point*, which was the scene of a noted exploit during the Revolution. Some citizens of Providence, after adroitly beguiling a British sloop-of-war (the *Gaspée*) upon the treacherous bar, stole down by night in boats and after capturing the crew burned the vessel to the water's edge. *Rocky Point*, equidistant between Providence and Newport, is an attractive summer retreat, among shady groves and rocky glens, on the W. shore. Here is a good hotel with bathing-houses attached, and a tower, 170 ft. high, affording a charming view of the Bay and the adjacent country. But the place is chiefly famous for its clam-bakes, which are unequalled elsewhere. *Marked Rock* is another popular excursion-place, a few miles higher up the Bay. In summer-time, steamers leave Providence almost every hour for the various resorts on the Bay (50c. for the round trip), and 4 times daily for Newport.

PHILADELPHIA TO PITTSBURG.

(Via Pennsylvania Central R. R. Distance, 355 m. Time, 12-14 hrs. Fare, \$10.)

THIS fine line constitutes one of the chief highways of travel and traffic between the Atlantic coast and the Western States. It extends from the city of Philadelphia through the entire length of Pennsylvania to the Ohio River at Pittsburg, where it connects with routes for all parts of the West, Southwest, and Northwest. At various points along the route is some of the most beautiful scenery to be found in America.

For the first hundred miles after leaving Philadelphia, the road runs through the rich agricultural counties of Chester, Lancaster, and Dauphin, in which the size and solidity of the houses and barns, and the perfection of the cultivation, more nearly resemble the best farming districts of England than any other portion of the United States. On either hand may be seen an almost constant succession

of quaint old houses, of stone or brick, surrounded by orchards and shade-trees, and standing in the midst of a country singularly park-like in character; while at brief intervals towns and villages cluster along the line. The first place of importance is *Lancaster* (70 m.), which was once the principal inland town of Pennsylvania, and the seat of the State government from 1799 to 1812. It is now a prosperous manufacturing city of 20,000 inhabitants, containing many fine buildings, public and private. *Harrisburg* (107 m.) is the present capital of Pennsylvania, and is beautifully situated on the E. bank of the Susquehanna River. It dates from 1785, and in 1870 had a population of 24,796. The State-House is a fine old building, situated upon a commanding eminence N. of the city, and is plainly visible from the cars. A little S. of it stands the State Arsenal. About 5 m. above Harrisburg the railroad crosses the Susquehanna on a splendid bridge 3,670 ft. long; the view from the centre of the bridge is one of the finest on the line. *Duncannon* (122 m.) is at the entrance to the beautiful Juniata Valley, which is followed for about 100 m. to the base of the Alleghany Mountains. The landscape of the Juniata is in the highest degree picturesque. The mountain background, as we look continually across the river from the cars, is often strikingly bold and majestic. The passage through the Great Tuscarora Mountain, 1 m. W. of *Newport* (135 m.), is especially fine. *Mount Union Station* (193 m.) is at the entrance of the gap at Jack's Mountain. 3 m. beyond is the famous Sidling Hill, and still farther W. the Broad Top Mountain. At *Tyrone City* (224 m.) the line enters the Tuckahoe Valley, noted for its iron-ore. At *Altoona* (239 m.), which is a handsome city of 15,000 inhabitants, the ascent of the Alleghanies begins; and in the course of the next 11 miles some of the finest scenery and the greatest feats of engineering on the entire line are to be seen. Within this distance the road mounts to the tunnel at the summit by so steep a grade that while in the ascent double power is required to move the train, the entire 11 m. of descent are run without steam, the speed of the train being regulated by the "brakes." At one point there is a curve as short as the letter U, and that, too, where the grade is so steep that in looking across from side to side it seems that, were the tracks laid contiguous to each other, they would form a letter X. The road hugs the sides of the mountains, and from the windows next to the valley the traveler can look down on houses and trees dwarfed to toys, while men and animals appear like ants from the great elevation. Going west, the left-hand, and coming east, the right-hand side of the cars is most favorable for enjoying the scenery. The summit of the mountain is pierced by a tunnel 3,670 ft. long, through which the train passes before commencing to descend the W. slope. *Johnstown* (277 m.), at the junction of Stony Creek with Conemaugh River, commands some attractive scenery. The Cambria Iron-Works, seen to the r. of the road, are among the most extensive in America. At *Blairsville* (301 m.) the road forks and runs by two distinct routes to Allegheny City and Pittsburgh. From this point there is nothing calling for especial mention, though the intervening country on either route is most beautiful and picturesque.

PITTSBURG.

Hotels: *Monongahela House* (\$4 a day), cor. Water and Smithfield Sts.; the *Union Depot* (\$3.50 a day), in the railroad depot; and the *St. Charles*, cor. 3d Ave. and Wood St. Near the depot are the *St. James* and *Rush Hotels*, on the European plan.

PITTSBURG, the second city of Pennsylvania in population and importance, is situated at the confluence of the Alleghany and Monongahela Rivers, which here form the Ohio. The city proper occupies the delta between the two rivers, and in 1870 had a population of 86,076; but in 1872 and 1874 enough of the suburban towns were annexed to raise the population (according to the census of 1870) to 121,799. The population in 1875 was estimated by the local authorities at 140,000. Pittsburgh was laid out in 1765 on the site of the old French Fort du Quesne, famous in colonial annals, and on its capture by the British the name was changed to Fort Pitt, in honor of William Pitt. The city charter was granted in 1816. In

1845 a conflagration destroyed the entire business quarter, consuming \$5,000,000 worth of property. The city is substantially and compactly built, and contains many fine residences, particularly in the E. section. A large number of the principal avenues are graded and paved. Horse-cars run through the principal streets, and to the suburbs. Seven bridges span the Alleghany River and 5 the Mononga-



Pittsburg.

hela. From its situation, Pittsburg enjoys excellent commercial facilities, and has become the centre of an extensive commerce with the Western States; while its vicinity to the inexhaustible iron and coal mines of Pennsylvania has raised it to great and merited distinction as a manufacturing centre. The extent of its iron manufactures has given it the appellation of the "Iron City," while the heavy pall of smoke that constantly overhangs it, produced by burning bituminous coal in all the dwelling-houses and manufacturing establishments, has caused it to be styled the "Smoky City." About one-fourth of the pig-iron and blooms of the United States is used by the rolling-mills of Pittsburg, of which there are 16; and about 150 minor iron-establishments convert the product of these mills into machinery and implements for agriculture and domestic use. The annual value of the iron manufactures is about \$30,000,000. There are 8 steel-works, of which the average annual product is valued at \$7,000,000; and 5 copper-manufactories with an annual product worth \$3,000,000. The glass-manufacturing establishments are nearly 50 in number, producing articles of the annual value of about \$11,000,000. Pittsburg is also largely identified with the production of petroleum, and contains numerous refineries. The stranger will have missed the city's most characteristic sights if he fails to visit some of its great manufacturing establishments, particularly those of iron and glass. The *American Iron-Works* alone employ 2,500 hands and cover 17 acres; and the *Fort Pitt Works* are on a gigantic scale.

Smithfield St. is the principal business thoroughfare, and trade is very active in *Penn* and *Liberty Sts.*, and *5th Ave.*, which contains many handsome retail stores. Among the public buildings are the **Municipal Hall**, cor. *Smithfield* and *Virgin Sts.*, costing \$750,000, with a granite front and a massive central tower; the *Court-House*, a solid stone edifice, cor. *5th Ave.* and *Grant St.*, with a columned portico and surmounted by a dome; the *Custom-House* and *Post-Office*, a commodious

structure of stone, cor. Smithfield St. and 5th Ave.; and the **United States Arsenal**, a group of spacious buildings standing in the midst of ornamental grounds in the N. E. section of the city. Of the 150 churches, the most imposing is the Roman Catholic *Cathedral of St. Paul*, a large edifice of brick, with 2 spires and a dome over the choir. **Trinity Church** (Episcopal) is a fine building in the English-Gothic style, in 6th St. near Smithfield St. *St. Thomas* (Episcopal), in Grant St., is also a handsome structure. The *First Presbyterian*, near Trinity Church, is a massive stone edifice with two towers. Other notable church edifices are the *First Baptist* and the *Third Presbyterian*. The new and elegant building of the **Mercantile Library** is in Penn St.; it cost \$250,000, and contains 15,000 volumes and a well-supplied reading-room. In the same building are the rooms and collections of the *Pittsburg Art Association*. The *Young Men's Christian Association* has a good reading-room at the cor. of Penn and 6th Sts. There are in the city two theatres, an Opera-House, an Academy of Music, and several public halls.

The *Western University*, founded in 1819, has a handsome building in the S. E. part of the city, near the Monongahela, and in 1874 had 17 instructors and 252 students. It has a library of 2,500 volumes, extensive philosophical and chemical apparatus, and a cabinet containing over 10,000 specimens in geology, mineralogy, conchology, and zoölogy. The *Pittsburg Female College* (Methodist) is a flourishing institution. Several of the public-school buildings are large and substantial. Among the principal charitable institutions are the *Western Pennsylvania Hospital*, an immense building in Ridge Ave., with a department for the insane at Dixmont, on the Pittsburg, Fort Wayne & Chicago R. R.; the *City General Hospital*; the *Homœopathic Hospital and Dispensary*; the *Mercy Hospital*, in Stephenson St.; the *Episcopal Church Home*; and the Roman Catholic *Orphan Asylum*. The *Convent of the Sisters of Mercy* (Webster Ave. cor. of Chatham) is the oldest house of the order in America.

Birmingham is a flourishing suburb, lying across the Monongahela from Pittsburg (reached by bridge or ferry). It has important manufactories of glass and iron, which are worth a visit. *Manchester*, now a part of Allegheny City, is 2 m. below Pittsburg, on the Ohio. Here is located the House of Refuge, incorporated in 1850; and the Passionist Monastery of St. Paul and the Franciscan Convent are near by. The United States Marine Hospital is a short distance below. *East Liberty*, 5 m. from Pittsburg, on the Central R. R., is a thriving suburb, containing some fine residences, and affording a delightful drive to and from the city.

ALLEGHENY CITY.

Hotel: The *Central Allegheny House* (\$4 a day).

A LLEGHENY CITY is situated on the W. bank of the Alleghany River, opposite Pittsburg, with which it is connected by 5 bridges. Its manufacturing interests are large, and the elegant residences of many Pittsburg merchants may be seen here, occupying commanding situations. In 1870 the city had a population of 53,180. The *City Hall* is on the square at the crossing of Ohio and Federal Sts., and the *Allegheny Library* is close by. The finest church in the city is *St. Peter's* (Episcopal), which has a bass-relief of the Ascension over the entrance. The **Western Penitentiary** is an immense stone building, in the ancient Norman style, situated on the "common." It was completed in 1827, at a cost of \$183,000. Visitors are admitted from 2 to 4½ p.m. every day except Saturdays and Sundays. The *Western Theological Seminary* (Presbyterian) was established here in 1827. It is situated on a lofty, insulated ridge, 100 ft. above the river (reached by Ridge St.), and affords a magnificent prospect. The *Theological Seminary of the United Presbyterian Church*, established in 1826, and the *Allegheny Theological Institute*, organized in 1840 by the Synod of the Reformed Presbyterian Church, are also located here. The *Allegheny Observatory*, situated on an elevated site N. of the city, is a department of the Western University at Pittsburg. The *Public Park* lies around the centre of the city; it contains 100 acres, and is adorned with several tiny lakelets and a monu-

ment to Humboldt. On a lofty crest near the Alleghany in the E. part of the city stands the **Soldiers' Monument**, erected to the memory of the 4,000 men of Alleghany Co. who lost their lives in the civil war. It consists of a graceful column, surrounded at the base with statues of an infantry-man, a cavalry-man, an artillerist, and a sailor, and surmounted by a bronze female figure of colossal size. A fine view is obtained from this point.

NEW YORK TO CHICAGO.—ROUTE I.

(Via New York Central & Hudson River R. R., and Great Western and Michigan Central Railways. Distance, 961 m. Time, about 36 hrs. Fare, \$22.)

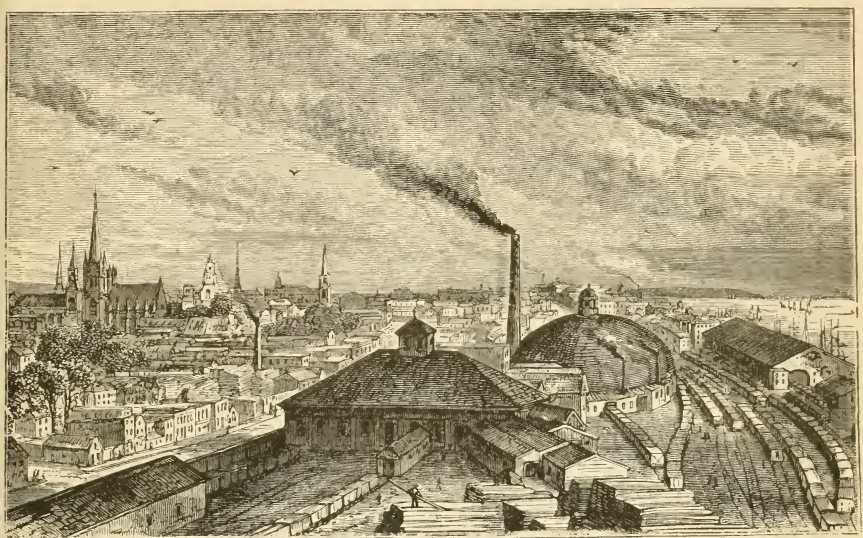
FROM New York City to Albany this route is substantially the same as that described in the trip by steamer up the Hudson River. (See p. 51.) From the cars, however, only the W. bank of the river is visible, and the most attractive portions of the scenery are missed. The portion of the route between Albany and Rochester has also been described. (See p. 55.) Leaving Rochester, the road runs through a rich agricultural region, passing two or three small but pretty towns, to *Lockport* (429 m. from New York), a thriving little city of 15,000 inhabitants, famous for its limestone-quarries and its manufacture of flour. Here, the wonderful system of locks by which the Erie Canal descends from the level of Lake Erie to the Genesee level, is visible from the windows of the cars. At **Suspension Bridge** (448 m.) the train crosses the Niagara River, in full view of the Falls and of the rapids rushing toward the whirlpool below. The bridge itself is worth attention as one of the achievements of modern engineering. It is 800 ft. long from tower to tower, is 258 ft. above the water, and was finished in 1855 at a cost of \$500,000. A carriage and foot way is suspended 28 ft. below the railway-tracks. From Suspension Bridge to Detroit, the route runs through Canada, and is most uninteresting. In the neighborhood of *St. Catharine's* (459 m.) and *Hamilton* (480 m.) there is some attractive scenery, but with these exceptions everything is dull, flat, and monotonous, and the traveler will be glad when, emerging from a deep cut, he suddenly comes upon the bank of the Detroit River, at *Windsor* (678 m.), opposite Detroit, Michigan. Here the train is transferred to the other side of the river on a steam ferry-boat, and the route is resumed on the line of the Michigan Central R. R. *Detroit* (679 m.) is fully described below. From Detroit to Chicago the road runs through a fine agricultural country, the general aspect of which is pleasing, especially in spring and summer, but which is not of a striking or picturesque character. In many places it passes through dense virgin woods, and in others across and along the winding rivers which abundantly water this section of Michigan. The only towns on the line calling for special notice are *Ann Arbor* (715 m.), a very pleasant place, famous as the seat of the University of Michigan, one of the noblest institutions of learning in America; *Jackson* (753 m.), a city of about 11,000 inhabitants, containing the State Prison, and numerous manufactories; and *Kalamazoo*, which has the reputation of being the most beautiful town in the State, which contains several important educational institutions, and which is the site of the "State Asylum for the Insane."

DETROIT.

Hotels: The three leading hotels are the *Russell House*, fronting on the Campus Martius, the *Biddle House*, and the *Michigan Exchange*.

DETROIT, the chief city of Michigan, is situated on the banks of the Detroit River, a noble stream or rather strait 20 m. long, connecting Lakes Erie and St. Clair, and affording the best harbor on the entire chain of the Great Lakes. The river varies in width from $\frac{1}{2}$ to 1 m., has a current of from 2 to 3 m. an hour, and is noted for the clearness and purity of its deep, fish-teeming waters. The city extends along the bank for about 7 m., and is built up for about $2\frac{1}{2}$ m. from the water. For at least 6 m., the river-front is lined with mills, dry-docks, ship-yards, foundries, grain-elevators, railway-depots, and warehouses. For a short distance from the river-bank the ground rises gradually, and then becomes perfectly level, furnishing

an admirable site for a large city. Detroit is laid out upon two plans: the one that of a circle with avenues radiating from the Grand Circus as a centre; the other that of streets crossing each other at right angles. The result is a slight degree of intricacy in certain localities, which inconvenience is more than compensated by a num-



Detroit.

ber of little triangular parks which diversify and ornament the place. The avenues are from 100 to 200 ft. wide; the streets vary in width from 50 to 100 ft., and are generally shaded by an abundance of trees. The site of Detroit was visited by the French as early as 1610; but no permanent settlement was made until 1701, when Fort Pontchartrain was built. In 1763 it passed into the hands of the English, and immediately afterward was besieged for 11 months by Pontiac in his attempt to expel the whites from that region. In 1783 Detroit was ceded to the United States, but the Americans did not take possession of it till 1796. During the war of 1812 it fell into the hands of the British, but was recaptured in 1813. It was incorporated as a city in 1824, when its population was less than 2,000, and in 1870 had 79,577 inhabitants. The manufactures of the city are numerous and important, including extensive iron-works and machine-shops, 3 railroad-car factories, flour-mills, breweries, and immense tobacco and cigar factories. The shipping interests are also large, while pork and fish packing employ numerous hands.

The principal streets of the city are *Jefferson Ave.*, parallel with the river; *Woodward Ave.*, which crosses the former at right angles, and divides the city into two nearly equal parts; and *Fort St.*, *Michigan Ave.*, *Grand River Ave.*, and *Gratiot St.*, at various angles with Woodward Ave. *West Fort St.* is a broad and beautiful street, lined with elegant residences; and *Lafayette Ave.* is a fashionable street. *Griswold St.* is the Wall St. of the city. The *Grand Circus*, the principal park, is semicircular in form, and is divided by Woodward Ave. into two quadrants, each containing a fountain. About $\frac{1}{3}$ m. from the Grand Circus is the *Campus Martius*, an open space 600 ft. long and 250 ft. wide, which is crossed by Woodward and Michigan Avenues, and from which radiate Monroe Ave. and Fort St. Facing the Campus Martius on the W. is the new *City Hall*, a handsome structure 200 ft. long, 90 ft. wide, and 180 ft. high to the top of the tower, completed in 1871, at a cost of \$600,000. It is built of sandstone in the Italian style, and consists of 3 stories above the basement, with a Mansard roof. In the square in front of the City Hall is a fine

Soldiers' Monument, erected in memory of the Michigan soldiers who fell in the civil war. Facing the Campus Martius on the N. is the **Opera-House**, one of the largest and most elegant buildings of the kind in the country. The *Custom-House*, which also contains the *Post-Office*, is a large stone building in Griswold St. The *Board of Trade Building* is another fine edifice, but it is unfortunately located in Woodbridge St., near the river, where its fine proportions cannot be seen to advantage. The **Freight-Depot** of the Michigan Central R. R. is one of the most noteworthy structures in the city. It stands on the wharf, and consists of a single room, 1,250 ft. long and 102 ft. wide, covered by a self-sustaining roof of corrugated iron. In the immediate vicinity are the great *Wheat-Elevator* of the company, from the cupola of which a superb view of the city, river, and Lakes St. Clair and Erie, may be had; and the *Round House*, in which 16 locomotives stand under a dome surpassed in size only by that of the Capitol at Washington. Besides the Opera-House, there are the German *Stadt-Theater*, and several large public halls.

The churches of Detroit are noted for their number and beauty. *St. Anne's* (Roman Catholic), Larned St. cor. of Bates, is the oldest church in the city, and is noted for its fine choir. The **Cathedral of St. Peter and St. Paul** (Roman Catholic), Jefferson Ave. cor. of St. Antoine St., is the largest church-edifice in the State, and has an imposing interior. **St. Paul's** (Episcopal), cor. Congress and Shelby Sts., is the parent church of the diocese, and is famous for its beautiful roof, which is self-sustaining; there is not a pillar in the building. Other handsome Episcopal churches are *Christ's*, in Jefferson Ave. above Hastings St., *St. John's*, in Woodward Ave., and *Grace*, in Fort St. The **Fort St. Presbyterian** (Fort St. cor. 3d) has the handsomest front of any church in the city. The **Central Church** (Methodist), in Woodward Ave. above the Grand Circus, has a richly-decorated interior. The *First Presbyterian*, in State St., the *Jefferson Ave. Presbyterian*, above Rivard St., and the *First Congregational*, Fort St. cor. Wayne, are all fine edifices. There are several libraries in the city, of which the principal are the *Public Library*, containing 20,000 volumes, and that of the *Young Men's Society*, containing 12,000. The **Convent of the Sacred Heart**, in Jefferson Ave. near St. Antoine St., is a large and very beautiful building. The *House of Correction*, in the N. portion of the city, is considered one of the best reformatory prisons in the country. Directly opposite is a home for discharged female prisoners, who are received here and furnished with work until places can be found for them out of reach of the evil influences previously surrounding them. The *U. S. Marine Hospital*, on the bank of the river, just above the city, commands a fine view of the Canada shore. *Elmwood Cemetery* is a beautiful burying-ground within the city limits (reached by horse-cars). *Woodmere Cemetery*, on high ground, 4 m. W. of the city, is of recent origin.

Fort Wayne is a bastioned redoubt, about 3 m. below the Michigan Central Depot, standing upon the bank of the river and completely commanding the channel. The Fort St. and Elmwood horse-cars run within half a mile of it, and it is also a favorite point to which rides and drives are taken. *Belle Ile*, an island in the river opposite the upper limit of the city, is a favorite resort for picnics. *Grosse Point*, 7 m. above the city, is a point of land projecting into Lake St. Clair. It is noted for its cherry-orchards, and is the terminus of a beautiful drive over a good road. *Grosse Ile*, 18 m. below the city, is an island 3 m. long by 1 m. wide, and is a favorite resort of the wealthier residents of Detroit, many of whom have beautiful summer residences upon it. There is an hotel on the island, and the fishing, boating, and bathing, are excellent. *Put-in-Bay Islands*, a group of islands in Lake Erie, near the mouth of Detroit River, is a favorite summer resort. From Detroit there is a daily steamer in summer to Kelly's Island, the largest of the group.

NEW YORK TO CHICAGO.—ROUTE II.

(Via Erie and Lake Shore & Michigan Southern Railways. Distance, 958 m. Time, about 35 hrs. Fare, \$22.)

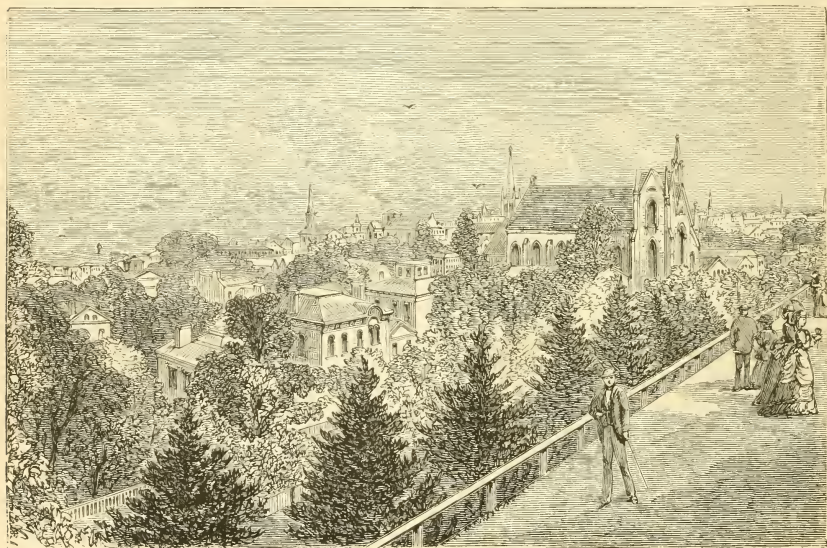
THE Erie Railway, over which this route passes for the first 460 m., is one of the greatest triumphs of engineering skill in this or any other country, and affords some

of the grandest and most varied scenery to be found east of the Rocky Mountains. Portions of the line were considered impassable to any other than a winged creature, yet mountains were scaled or pierced, and river-cañons passed, by blasting a path from the face of stupendous precipices; gorges of fearful depth were spanned by bridges swung into the air; and broad, deep valleys crossed by massive viaducts. For the first 31 m. the road traverses the State of New Jersey, passing through the great manufacturing city of *Paterson* (17 m.), famed for the beautiful falls of the Passaic. Just this side of *Suffern's Station*, it crosses the line and enters the State of New York, commencing the ascent of the famous Ramapo Valley. At *Sloatsburg* (36 m.) the road passes near Greenwood Lake, a noted summer resort, around which are a number of pretty little lakes. *Turner's* (48 m.) is the most picturesque station on this portion of the line. The view from the hill N. of the station is superb, the Hudson River, with Fishkill and Newburg, being in sight. On approaching *Otisville* (76 m.), the eye is attracted by the bold flanks of the Shawangunk Mountain, the passage of which great barrier (once deemed insurmountable) is a miracle of engineering skill. A mile beyond Otisville, after traversing an ascending grade of 40 ft. to the mile, the road runs through a rock-cutting 50 ft. deep and 2,500 ft. long. This passed, the summit of the ascent is reached, and thence we go down the mountain's side many sloping miles to the valley beneath, through the midst of grand and picturesque scenery. Onward the way increases in interest, until it opens in a glimpse, away over the valley, of the mountain-spur known as the *Cuddeback*; and at its base the glittering water is seen, now for the first time, of the Delaware & Hudson Canal. Eight miles beyond Otisville we are imprisoned in a deep cut for nearly a mile, and, on emerging from it, there lies spread before us (on the r.) the rich and lovely valley and waters of the *Neversink*. Beyond sweeps a chain of blue hills, and at their feet, terraced high, gleam the roofs and spires of the town of *Port Jervis* (88 m.); while to the S. the eye rests upon the waters of the Delaware, along the banks of which the line runs for the next 90 m. At *Shohola* (107 m.) we find ourselves among some of the greatest engineering successes of the Erie route, and some of its chief pictorial charms. Here the road lies on the mountain-side, several hundred feet above the river, along a mighty gully, supported by grand natural abutments of jagged rock. Upon 3 m. of this Shohola section, upward of \$300,000 were expended. At *Deposit* (177 m.) the valley of the Delaware is left, and we begin the ascent of the high mountain-ridge which separates it from the lovely valley of the Susquehanna. As the train descends into the latter valley, there opens suddenly on the r. a picture of rare and bewitching beauty. This first glimpse of the *Susquehanna* is esteemed one of the finest points of the varied scenery of the Erie route. A short distance below, we cross the great *Starucca Viaduct*, 1,200 ft. long and 110 ft. high, constructed at a cost of \$320,000. From the vicinity of *Susquehanna*, the next station (193 m.), the viaduct itself makes a most effective feature of the valley views. For a few miles beyond Susquehanna the route still lies amid mountain-ridges, but these are soon left behind, and we enter upon a beautiful hilly and rolling country, thickly dotted with villages and towns. *Binghamton* (215 m.) is a flourishing city of 13,000 inhabitants, an important railroad centre, and the site of the State Inebriate Asylum. Twenty-one miles farther we come to *Owego*, a large and prosperous manufacturing town, and then to *Elmira* (274 m.), the most important city on the road, with a population of 15,863. At *Hornellsville* (332 m.) we reach the last and least interesting division of the road, and soon after begin to descend to the Lake Erie level, passing through a wild and desolate region, with few marks of human habitation. At *Dunkirk* (460 m.) we reach the junction with the Lake Shore line, and leave the State of New York, crossing the upper corner of Pennsylvania to *Erie* (508 m.), an old, pleasant, and important city on Lake Erie. The country now becomes more picturesque and more thickly settled, and numerous small towns cluster along the line. *Conneaut* (535 m.) is the first station in Ohio; but the first place of any importance is *Cleveland* (603 m.), which will now be described. (For continuation of the route beyond Cleveland, see p. 86.)

CLEVELAND.

Hotels: The best are the *Weddell House*, cor. Superior and Bank Sts., the *Kenard House*, and the *American House*. There are numerous second and third class houses, some of them well kept.

CLEVELAND, the second city in size and importance in Ohio, is situated on the S. shore of Lake Erie, at the mouth of the Cuyahoga River. Originally the town was confined to the E. bank of the river, but subsequently Brooklyn, or Ohio City, sprung up on the opposite side, and both parts are now united under one corporation. The greater portion of the city stands on a gravelly plain, elevated about 100 ft. above the lake. The river passes through it in a winding course, affording an excellent harbor, which has been improved by dredging out a commodious ship-channel (branching from the river near its mouth), and by the erection of 2 piers 200 ft. apart, stretching several hundred feet into the lake. On the E. pier is a lighthouse, and another stands on the cliff above. The city is laid out with much taste, chiefly in squares, the streets being remarkably wide and well paved. The abundance of shade-trees, chiefly maple, has given it the title of the "Forest City." The business blocks are mostly of brick and stone, from 3 to 5 stories high, and a large proportion of the dwellings are constructed of the same materials. Several bridges



Cleveland, from the Reservoir.

cross the Cuyahoga, connecting the different portions of the city, and there are seven lines of horse-cars. The growth of Cleveland has been very rapid. It was laid out in 1796, but in 1830 contained only 1,000 inhabitants. It received its first impetus from the completion in 1834 of the Ohio Canal, which connects Lake Erie at this point with the Ohio River at Portsmouth. A further stimulus was given after 1850 by the development of the railroad system, and since 1860 its prosperity has been greatly increased by the rapid extension of manufacturing industry. In 1870 the population was 92,829, but it is now estimated at more than 160,000. The commerce of the city is very large, especially with Canada and the mining regions of Lake Superior. The most important manufactures are of iron and coal-oil; in the production of refined petroleum Cleveland is second only to Pittsburg. Other important products are sulphuric acid, wooden-ware, agricultural implements, marble

and stone, railroad-cars, and white-lead. Pork-packing is also carried on to some extent.

The main business thoroughfare of the city is *Superior St.*, on which are the larger retail stores, banks, and hotels. Other important business streets are *River*, *Merwin*, *Water*, and *Ontario Sts.* **Euclid Ave.** is lined with elegant residences, each surrounded by ample grounds, and is considered the handsomest street in the country. *Prospect St.*, parallel to the avenue, ranks next in beauty. The square known as **Monumental Park**, which occupies 10 acres near the centre of the city, was formerly open to foot-passengers only, but since 1866 it has been divided into four smaller squares by the extension of *Superior St.* from E. to W., and of *Ontario St.* from N. to S. The square is shaded with fine trees, and is admirably kept. In the centre stands a statue of Commodore Perry, the hero of the battle of Lake Erie, erected in 1860 at a cost of \$8,000. The pedestal is of Rhode Island granite, 12 ft. high; the statue itself is of Italian marble and is 8 ft. 2 in. high. In front of the pedestal is a marble medallion representing the passage of Perry in a small boat from the Lawrence to the Niagara during the heat of the battle. In the N. W. corner of the park there is a handsome fountain; and in the S. W. a pool and cascade. W. of the river is another park, called the *Circle*, which has a fountain in the centre, and is finely adorned with shade-trees. The United States building fronting on the park, containing the *Custom-House*, *Post-Office*, and Federal courts, is a fine stone structure, as are also the *City-Hall* and the *County Court-House* which also front on the park. **Case Hall**, a beautiful edifice near the park, contains, besides the rooms of the Cleveland Library Association, and numerous offices and stores, a fine hall capable of seating 1,500 persons and used for lectures, concerts, etc. The principal place for dramatic entertainments is the *Academy of Music*, a plain brick building in Bank St., besides which there are a Bohemian theatre, a German theatre, a Theatre Comique, and several public halls for lectures, etc. The **Union Railway Depot**, built in 1866, is a massive stone structure, one of the largest of its kind in the world. On the keystone over the main entrance is a bass-relief portrait of Mr. Amasa Stone, under whose supervision the depot was built. There are similar portraits of Grant and Lincoln, and various symbolical designs upon keystones at either end of the building. The *Water-Works* stand near the lake, W. of the river. By means of a tunnel extending 6,600 ft. under the lake, pure water is obtained, which is forced by two powerful engines into a large reservoir, occupying the highest point W. of the river, whence it is distributed through the city. The **Reservoir** is a popular resort, and affords a broad and beautiful view over the city, lake, and surrounding country.

Of the 88 churches in the city, the **Methodist Church**, cor. Erie St. and Euclid Ave., is the finest. It is of stone, with a lofty spire, and has an elegant chapel in the rear. The *Roman Catholic Cathedral* is a large and handsome building in the Gothic style; and *Trinity Church* (Episcopal) is an imposing edifice, also in the Gothic style. The *First*, *Second*, and *Third Presbyterian* churches are all fine structures. Among the educational institutions, the *Cleveland Medical College*, founded in 1843, is the most important. It occupies an imposing structure on the corner of Erie and St. Clair Sts. The *Cleveland Female Seminary*, in Woodland Ave., is a fine building; and the two High-School buildings are handsome edifices of brick and stone. The *Cleveland Library Association* has a library and reading-room in Case Hall. The library contains about 15,000 volumes, selected with special reference to the wants of students and persons of culture. The *Public Library*, opened in 1869, contains about 10,000 volumes. It is free, and is supported by an annual tax upon the citizens of one-tenth of a mill, which produced in 1870 a revenue of \$4,000.

On the shore of the lake, near the Medical College, stands the extensive building of the *U. S. Marine Hospital*. The *Charity Hospital*, in Perry St., was established partly by the city and partly by private subscriptions, and is attended by the Sisters of Charity. The *Homœopathic Hospital*, on University Heights, has a large building. Connected with it is a Homœopathic College, which is a flourishing institution, admitting female students. The *House of Correction*, on the E. outskirts

of the city, is a large and handsome structure, for the confinement and utilizing of city offenders. The *City Infirmary*, to which the sick and homeless poor are taken, has attached to it a good farm, which is worked by the inmates of the institution.

Cleveland has three beautiful cemeteries. *City Cemetery*, in Erie St., is laid out with rectangular walks shaded with trees, and contains many fine monuments. *Woodlawn Cemetery*, more recently opened, is on the E. boundary of the city. It is prettily laid out with paths winding amid the native trees and abundant shrubbery, and is rich in monuments and statuary. *Lake View Cemetery*, containing 300 acres, is in Euclid Ave., about 5 m. from the city. It is 250 ft. above the level of the lake, commands extensive views, and, though only opened in 1870, has already been greatly beautified and adorned.

Resuming the route westward to Chicago, at the distance of 31 m. from Cleveland we come to *Oberlin*, noted as the seat of Oberlin College, from which no person is excluded on account either of sex or color. This college, founded in 1834, combines manual labor with study, inculcates entire social equality between whites and blacks, and has had a prosperous career. *Toledo* (715 m. from New York) is an important point, and within a few years has developed from an inconsiderable village into a large and rapidly-growing city. In 1850 the population was 3,820; in 1870 it was 31,693, and is now estimated at 50,000. It is situated on the Maumee River, 4 m. from a broad and beautiful bay, and 12 m. from Lake Erie, of which it is regarded as one of the ports. Its commerce is very large, consisting chiefly of the handling of grain; and its manufactures are numerous and important, including car-factories, iron-works, locomotive-shops, furniture-factories, flour-mills, and breweries. The best hotels are the Ohio House, Island House, and American; and the handsomest buildings in the city are the churches and schoolhouses. At Toledo the road branches, one division running through Southern Michigan and known as the *Michigan Southern Division*, the other running through Indiana, and known as the *Air-Line*. The former is the one usually followed by the through-trains, and the same rich agricultural country is traversed by both. *Adrian* (747 m.) is the largest city in Southern Michigan, and is a handsomely-built town. Its population in 1870 was 8,453. At *Elkhart, Ind.* (857 m.), the two divisions of the road unite again; and the route from there to Chicago is through a flat prairie-country which has been well described as having "a face but no features." The principal stations on this portion of the line are *Mishawaka* (837 m.), *South Bend* (868 m.), and *La Porte* (899 m.), all in Indiana. *Chicago* is described on p. 89.

NEW YORK TO CHICAGO.—ROUTE III.

(Via "Pan-Handle Route," which includes the Pennsylvania R. R., and the Pittsburg, Cincinnati & St. Louis R. R. Distance, 949 m. Time, 35 hrs. Fare, \$22.)

THE portion of this route lying between New York and Philadelphia is described on p. 20. That portion lying between Philadelphia and Pittsburg is also described on p. 76. At *Pittsburg* (445 m. from New York) the train takes the track of the Pittsburg, Cincinnati & St. Louis R. R., which crosses four States and traverses the rich agricultural regions of the Great West. *Steubenville* (488 m.) is picturesquely situated upon an elevated plain on the W. bank of the Ohio River. It is the centre of an extensive trade, and is the seat of an academy for boys and of a noted female seminary. *Newark* (605 m.) is situated at the junction of the three forks of Licking River, and is a handsome town, the streets being wide and abundantly shaded, and the stores, churches, and dwellings, well built. The next important station is *Columbus* (638 m.), which will now be described. (For the continuation of the route beyond Columbus, see p. 89.)

COLUMBUS.

Hotels: *Neil House*, cor. High and Capitol Sts. (\$3 a day); *American House*, cor. High and State Sts. (\$2.50 a day); *United States Hotel*, cor. High and Town Sts. (\$2 a day).

COLUMBUS, the capital of Ohio, and one of the largest cities in the State, is situated on the E. bank of the Scioto River, 100 m. N. E. of Cincinnati. It was laid out in 1812, became the seat of the State government in 1816, and was incorporated as a city in 1834, when its population was less than 4,000. The population in 1870 was 31,274, and is now estimated at nearly 50,000. The commercial interests of the city are large, and its manufactures numerous and important; but its growth and wealth are chiefly due to the concentration there of the State institutions, and the liberal expenditure of public money. The streets are very wide and are regularly laid out in squares. **Broadway** is 120 ft. wide for a distance of more than 2 miles. It has a double avenue (4 rows) of trees, alternate maple and elm, and is one of the most beautiful streets in the country. The finest residences in the city are on this and *Town St.* The principal business thoroughfare is *High St.*, which is 100 ft. wide, and paved with the Nicholson pavement. Horse-cars reach all parts of the city (fare 5c.), and there are 6 bridges across the Scioto. In the centre of the city, occupying the square of 10 acres between High and Third and Broad and State Sts., is **Capitol Square**, surrounded by majestic elms and beautifully laid out. It is proposed to make it a complete *arboretum* of Ohio trees, of which many varieties are already represented.

The most interesting feature of Columbus to the stranger is its public buildings and institutions, in which it is not excelled by any city in the United States except Washington, and much surpasses any other town in the Ohio Valley. The State has concentrated here nearly all the public buildings devoted to its business, benevolence, or justice. The **Capitol**, which stands in Capitol Square, is one of the largest and finest in the United States. It is constructed of fine gray limestone, resembling marble, in the Doric style of architecture, of which it is a noble specimen. It is 304 ft. long and 184 ft. wide, and is surmounted by a dome 64 ft. in diameter and 157 ft. high. The interior is elegantly finished. The hall of the House of Representatives is 84 ft. long by 72½ ft. wide, and the Senate-Chamber is 56 by 72½ ft. There are also rooms for all the State officers, besides 26 committee-rooms. Another very striking building is the **State Penitentiary**. It is of hewn limestone, in the castellated style, and with its yards and shops covers 6 acres of ground on the E. bank of the Scioto, just below the mouth of the Olentangy. The *Central Ohio Lunatic Asylum* was burned down in 1868, but a new series of buildings is now being erected for it on 300 acres of elevated ground W. of the city. These buildings will be in the Franco-Italian style, with a frontage of about 1,200 ft., a depth of 300 ft., a central tower 165 ft. high, and a capacity for 600 patients. The *Idiot Asylum*, a plain Gothic structure, 272 by 198 ft., occupies grounds 123 acres in extent adjoining those of the Lunatic Asylum. The new *Blind Asylum*, in the E. part of the city, on the grounds of the old one, will be a stone structure, 340 by 270 ft., in the Gothic style of the Tudor period. The **Deaf and Dumb Asylum**, centrally located in extensive and handsome grounds in Town St., cor. Washington Av., is built in the Franco-Italian style, with Mansard roof. The building is 400 ft. long and 380 deep, and has numerous towers, the central one of which is 140 ft. high. The **U. S. Arsenal** is located in the midst of spacious and handsome grounds, beautifully wooded, in the N. E. suburb of the city. It comprises, besides an immense central structure, numerous other buildings, used for offices, quarters, storehouses, etc. There is a fine drive to the Arsenal, and beautiful drives are laid out through and around the grounds. The State has also a large and well-built Arsenal. The *City Hall*, facing Capitol Square on the S. side of State St., is a handsome Gothic structure, 187½ ft. by 80, with a small central tower 138 ft. high. In the third story is the large audience-chamber, capable of seating 2,830 persons. The *High-School* (in Town St.) is a fine building in the simple Norman or church style of architecture. The *Holly Water-Works* occupy a large building near the junction of the Scioto and Olentangy

Rivers. The machinery is on a massive scale. The *Odd-Fellows' Hall*, in High St., near Capitol Square, is a fine specimen of classic Italian, and opposite is *Opera-House Block*, a beautiful specimen of American street architecture, in the florid Italian style. The Opera-House in this block is one of the most elegant in the country.

There are 44 churches in the city, and some are fine examples of the decorative period of Gothic architecture. Most notable among them are *Trinity Church* (Episcopal), cor. Broad and 3d Sts.; *St. Joseph's Cathedral* (Roman Catholic), cor. Broad and 5th Sts.; the *Second Presbyterian*, cor. 3d and Chapel Sts.; and *St. Paul's* (Episcopal), cor. High and Mound Sts. The latter is surmounted by a graceful spire 216 ft. high, and in the tower is a clock. The *State Library*, in the Capitol, contains over 36,000 volumes. *Starling Medical College*, cor. State and 6th Sts., is a very noble building in the Norman castellated style. It is of brick trimmed with whitish limestone. *Capital University* (Lutheran) is an unpretentious building in the Italian style, surrounded by beautiful grounds, in the N. part of the city. The handsome building of the female seminary of *St. Mary's of the Springs* adjoins the city on the E., and near by is the *Water-Cure*. The *Ohio Agricultural and Mechanical College*, endowed with the congressional land-grant, was opened in 1873. Of the charitable institutions, the *Hare Orphans' Home*, the *Hannah Neil Mission*, and the *Lying-in Hospital* may be mentioned. The *Catholic Asylum* for the reclamation of fallen women is W. of the city, and the Sisters of Mercy have a fine hospital in the city. The *County Infirmary* or Poor-House is a fine structure on a large farm near the city. A convent of the Sisters of the Good Shepherd has been established at Franklin, a suburban town.

Goodale Park, presented to the city by Dr. Lincoln Goodale, is at the N. end of the city, and comprises about 40 acres of native forest, beautifully improved and well kept. *City Park*, at the S. end of the city, is about the same size as Goodale Park and resembles it in all respects. The grounds of the **Franklin County Agricultural Society**, 83 acres in extent, on the E. border of the city, are the finest in the State. In the immediate vicinity are the gardens of the *Columbus Horticultural Society*, occupying 10 acres. *Olentangy Park*, N. of the city, has a half-mile race-course. Of the five cemeteries in Columbus, **Green Lawn** is the most beautiful.

After leaving Columbus many small towns are passed, but none are of any importance until we reach *Piqua* (711 m. from New York), which is noted for its charming situation on the W. bank of the Great Miami River, just at a bend which leaves a level plateau between the town and the water's edge, while on the opposite side the bank rises somewhat boldly. The Miami Canal passes through the town, and an active business is carried on. *Union City* (742 m.) is the point where the route enters the State of Indiana. *Logansport, Ind.* (833 m.), is an important shipping-point for grain, pork, and lumber, and is the centre of trade for a rich agricultural region. Here are located the extensive car-works of the company, employing 600 workmen, and capable of turning out 3 cars a day. *Chicago* (949 m.) is described on p. 89.

NEW YORK TO CHICAGO.—ROUTE IV.

(Via "Allertown Line." Distance, 899 m. Time, about 35 hours. Fare, \$22.)

¹ LEAVING New York, the traveler crosses the Hudson River (by ferry from foot of Liberty St.), and, taking the cars of the Central R. R. of New Jersey at Jersey City, is whirled through *Elizabeth* (13 m.), *Plainfield* (24 m.), *Somerville* (36 m.), and other flourishing towns; is afforded a glimpse of the mountain-region of New Jersey; and at *Easton* (85 m.) crosses the Delaware into Pennsylvania and is transferred (without change of cars) to the line of the Lebanon Valley R. R. Easton is one of the most flourishing towns in Pennsylvania, is one of the great railroad centres of the country, and contains extensive iron-works, mills, distilleries, etc. In the centre of the town is an abrupt peak, called Mount Jefferson; and to the E., on Mount Lafayette, is Lafayette College, a richly-endowed institution with a large

library and a fine mineral cabinet. *Allentown* (102 m.) is a beautiful city of 14,000 inhabitants, situated upon elevated ground between Jordan Creek and the Lehigh River. It has large iron and other manufactories. The country along this portion of the road is exceedingly fertile and picturesque. *Reading* (138 m.) is the third city of Pennsylvania in manufactures and the fourth in population. It was founded in 1748 by William and Richard Penn. The plain on which the city is built rises gradually from the Schuylkill River, and is inclosed on the E. by Penn's Mount, which is several hundred feet high, and forms a part of the South Mountains. The Court-House and several of the churches are fine buildings, and there are immense furnaces, rolling-mills, railroad-shops, etc. At *Harrisburg* (192 m.) the cars take the track of the Pennsylvania Central R. R., which they follow to Pittsburg, passing over the most attractive portions of the Central road, including the Susquehanna Valley, the crossing of the Alleghanies, the superb mountain-views near Altoona, the valley of the Juniata, and other points of interest (described on p. 76). At *Pittsburg* (431 m.) we leave the Pennsylvania Central for the Pittsburg, Fort Wayne & Chicago R. R., though through-passengers need not change cars if they have taken the precaution to seat themselves in one of the New York & Chicago through-cars. This road passes through some of the richest portions of Ohio and Indiana, but, as the country is level and for the most part unbroken, it presents no features of a strictly picturesque character. *Salem* (501 m.) is a pretty town, and one of the most important in the E. section of Ohio. *Canton* (533 m.) is beautifully situated on the banks of the Nisnushillen Creek, surrounded by a rich farming country, which enjoys the distinction of sending more wheat to market than any other county in the State. *Massillon* (541 m.) and *Mansfield* (607 m.) are good specimens of the handsome, compactly-built, and busy towns, with which the State is dotted. *Fort Wayne* (751 m.) is known as "Summit City," from the fact that it is the point from which the water runs E. and W. It is one of the most important towns in Indiana, is handsomely laid out, and is at the junction of 4 railroads. The Wabash & Erie Canal passes through the place. *Warsaw* (791 m.), *Plymouth* (815 m.), and *Valparaiso* (855 m.) are thriving towns. *Chicago* (899 m.) will now be described.

CHICAGO.

CHICAGO, the principal city of Illinois, has within 40 years grown from a small Indian trading-station to the position of the metropolis of the Northwest, and the greatest railway centre on the continent. It is situated on the W. shore of Lake Michigan, at the mouth of the Chicago River, in lat. about $41^{\circ} 50' N.$, and lon. $10^{\circ} 33' W.$ from Washington. The site of the business portion is 14 ft. above the lake; it was originally much lower, but has been filled up from 3 to 9 ft. since 1856. It is an inclined plane, rising toward the W. to the height of 28 ft., giving slow but sufficient drainage. The city stands on the dividing ridge between the basins of the Mississippi and St. Lawrence, and is surrounded by a prairie stretching several hundred miles S., W., and N. One-eighth of a mile N. of the Court-House a bayou, called the Chicago River, extends westward a little more than half a mile, and then divides into the North and South branches, which run nearly parallel with the lake-shore, about 2 m. in each direction. The river and its branches, with numerous slips, afford a water frontage of 38 m., of which 24 m. are improved, without including the lake-front, on which an outer harbor is now in process of construction. Connected with the S. branch is the terminus of the Illinois & Michigan Canal, which extends to the Illinois River at La Salle. Formerly this connection was by means of a lock; but recent improvements have effected a continuous flow of water from the lake through the river into the canal. The city extends N. and S. along the lake about 8 m., and W. from the lake about 5 m., embracing an area of nearly 35 sq. m. The river divides the city into three distinct parts, known as the North, South, and West Divisions, which are connected by 33 bridges and 2 stone tunnels under the river-bed. The city is regularly laid out, with streets generally 80 ft. wide, and many of them from 3 to 7 m. in length, crossing each other at right angles. The principal thoroughfares run N. and S.

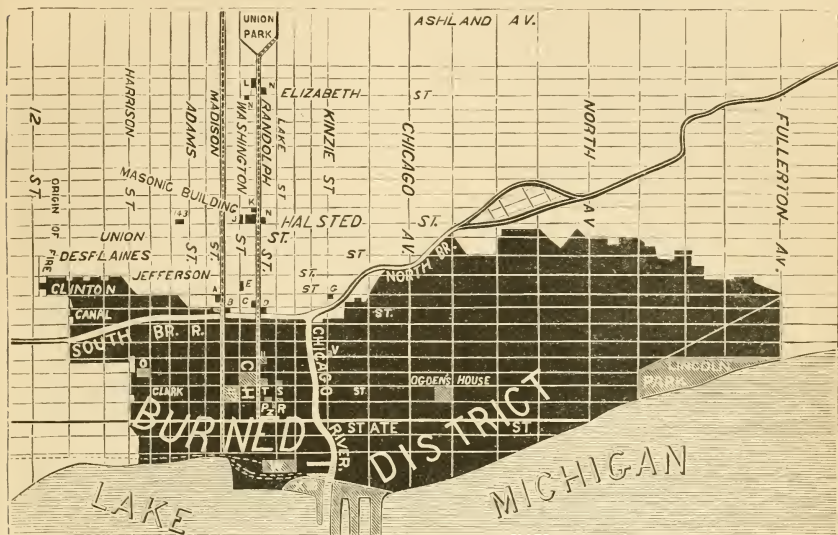
The first white visitors to the site of Chicago were Joliet and Marquette, who arrived in August, 1673. The first permanent settlement was made in 1804, during which year Fort Dearborn was built by the United States Government. The fort stood near the head of Michigan Ave., below its intersection with Lake St. It was



Chicago before the Fire.

abandoned in 1812, rebuilt in 1816, and finally demolished in 1856. At the close of 1830, Chicago contained 12 houses and 3 "country" residences in Madison St., with a population (composed of whites, half-breeds, and blacks) of about 100. The town was organized in 1833, and incorporated as a city in 1837. The first frame building was erected in 1832, and the first brick house in 1833. The first vessel entered the harbor June 11, 1834; and at the first official census taken July 1, 1837, the entire population was found to be 4,170. In 1850, the population had increased to 29,963; in 1860, to 112,172; and in 1870, to 298,977. Local estimates placed the population in 1875 at 400,000. In October, 1871, Chicago was the scene of one of the most destructive conflagrations of modern times. The fire originated on Sunday evening, October 8th, in a small barn in De Koven St., in the S. part of the West Division, from the upsetting, as is supposed, of a lighted kerosene-lamp. The buildings in that quarter were mostly of wood, and there were several lumber-yards along the margin of the river. Through these the flames swept with resistless fury, and were carried across the South branch by the strong westerly wind then prevailing, and thence spread into the South Division, which was closely built up with stores, warehouses, and public buildings of stone, brick, and iron, many of them supposed to be fire-proof. The fire raged all day Monday, and crossed the main channel of the Chicago River, sweeping all before it in the Northern District, which was occupied mostly by dwelling-houses. The last house was not reached till Tuesday morning, and many of the ruins were still burning several months afterward. The total area burned over, including streets, was nearly $3\frac{1}{2}$ sq. m. The number of buildings destroyed was 17,450; persons rendered homeless, 98,500; persons killed, about 200. Not including depreciation of real estate, or loss of business, it is estimated that the total loss occasioned by the fire was \$190,000,000, of which about \$44,000,000 was recovered on insurance, though one of the first results of the fire was to bankrupt many of the insurance companies all over the country. The business of the city was interrupted but a short time, however. Be-

fore winter many of the merchants were doing business in extemporized wooden structures, and the rest in private dwellings. In a year after the fire, a large part of the burnt district had been rebuilt, and at present there is scarcely a trace of the terrible disaster save in the improved character of the new buildings over those de-



The Burned District.

stroyed. On July 14, 1874, still another great fire swept over the devoted city, destroying 18 blocks, or 60 acres in the heart of the city, and about \$4,000,000 worth of property. Over 600 houses were consumed, but fortunately by far the larger number of these were the wooden shanties of the poorer classes. All the magnificent structures of the rebuilt section escaped.

Chicago ranks next in commercial importance to New York among the cities of the United States. As early as 1854 it had become the greatest primary depot for grain in the world; and since then it has also become the greatest grain-market in the world. Of breadstuffs, 88,426,842 bushels were received and shipped in 1872; wheat, Indian-corn, and oats, being the principal items. Chicago is also the most important market for live-stock in the United States. The total value of the live-stock received in 1872 was estimated by the Board of Trade at \$75,450,000. During the season of 1872-'73, 1,456,650 hogs were packed, and 16,080 cattle. The lumber-trade is a very important item of the city's commerce. Over one billion feet of lumber were received during 1873. The manufactures of Chicago are yet in their infancy, but they are already extensive and important, employing about 50,000 persons, and including iron and steel works, flour-mills, cotton-factories, boot and shoe factories, and tanneries. It is estimated that nearly one-third of the commerce of the city is based upon its manufacturing products.

Hotels, Restaurants, and Clubs.—Most of the old and well-known hotels of Chicago perished in the great fire, but those which have taken their places are probably unequalled in the world. The *Palmer House* is an immense fire-proof structure of iron and brick, occupying the entire block in State St., between Wabash Ave. and Monroe St. The building is one of the most imposing in the city, and its interior decorations are very fine (\$3.50 to \$6 a day). The *Grand Pacific Hotel* is in no respect inferior to the preceding. It occupies the entire block bounded by Jackson, Clark, Quincy, and La Salle Sts., is of stone, six stories high, and is richly decorated and sumptuously furnished (\$3.50 to \$7 a day). The *Sherman House*, cor.

Randolph and Clark Sts., is near the business centre of the city (\$3.50 and \$4 a day). The *Tremont House*, cor. Lake and Dearborn Sts., is one of the finest of the new buildings (\$3.50 to \$5 a day). Good hotels on a more modest scale are: the *Central Hotel*, in Market St., near Madison (\$2.50 a day); the *Metropolitan*, cor. State and Washington Sts. (\$2.50 a day); the *Massasoit House*, opposite the Union Depot (\$2 a day); the *Atlantic*, cor. Van Buren and Sherman Sts. (\$2.50 a day); and the *Commercial*, cor. Lake and Dearborn Sts. There are also several good hotels on the European plan, prominent among which are *Burke's* and *Kuhn's*.

The principal restaurants are the *Palmer House* (in connection with the hotel), cor. State and Monroe Sts.; the *Tremont House* (in connection with the hotel), cor. Lake and Dearborn Sts.; *Thos. Andrews*, 85 Dearborn St.; *Burke's*, 140 and 142 Madison St.; and *Thomson's*, 81 Clark St. The *Tivoli Garden*, described further on, is frequented by both sexes.

Most of the club-houses were destroyed in the great fire, and the clubs temporarily broken up. There are several active social organizations in the city, however, the privileges of which may be obtained on introduction by a member.

Railroad Depots.—The *Union Depot*, in Van Buren St. at the head of La Salle, is one of the largest and finest in the country. It is of stone, and is used by the Chicago, Rock Island & Pacific R. R., and by the Lake Shore & Michigan Southern R. R. The *Central Depot* is another handsome and spacious stone structure, situated at the foot of Lake St.; it is used by the Illinois Central, the Michigan Central, and the Burlington & Quincy Railroads. The *Wells Street Depot*, cor. N. Wells and Kinzie Sts., is used by the Western Division of the Chicago & Northwestern R. R.; the *Kinzie Street Depot*, cor. Canal and W. Kinzie Sts., is used by the Northern Division of the same road.

Modes of Conveyance.—*Horse-cars* traverse the city in all directions, affording cheap and easy communication (fare 5c.). The great centre of the horse-car routes is at the cor. of State and Randolph Sts. *Parmelee's omnibuses* are in waiting at the depots, and convey passengers to hotels or to other depots (fare 50c.). There are also lines of *omnibuses* running S. on Wabash Ave., W. on Washington and Adams Sts., and N. to Lincoln Park (fare 10c.). *Carriages* are in waiting at the depots and steanboat-landings, as well as at hotels, and around Court-House Square. The rates of fare are regulated by law, and are as follows: For 1 passenger from one depot to another, 50c.; for 1 passenger 1 m. or less, 50c.; over 1 m. and less than 2 m. \$1; over 2 m., \$1.50; each additional passenger, 50c.; children between 5 and 14 years of age, half-rates. By the hour, \$2 for the first hour and \$1 for each additional hour. Between midnight and 7 A. M. each trip (without regard to distance or number of passengers), \$2. In case of disagreement call for a policeman or drive to a police-station.

Streets and Drives.—*State St.* is the Broadway of Chicago, and on it or near it are the finest commercial structures, hotels, retail stores, and the like. Other important business streets are *Lake*, *Clark*, *La Salle*, *Randolph*, *Dearborn*, *Adams*, *Monroe*, *Madison*, and *Washington*. In fact, there is scarcely a street in the South or business district which does not contain some notably fine buildings. The finest residences are in *Wabash* and *Michigan Avenues*, which are of a semi-suburban character, adorned with rows of luxuriant trees, and bordered by villas surrounded with beautifully ornamented grounds. Scarcely inferior are *Prairie Ave.*, *South Park Ave.*, *West Washington St.*, and *North Dearborn St.* The favorite drives are out Wabash and Michigan Avenues; through the parks and boulevards, especially to *Hyde Park*, where there is bathing; to *Riverside*, a pretty suburban town on the W. side (13 m.); and to *Lake View*, on the N. side, beyond Lincoln Park.

Public and Prominent Buildings.—The Court-House, Custom-House and Post-Office, Chamber of Commerce, and most of the other public buildings of the city, were burned down in the great fire, and have not been replaced as rapidly as the business structures destroyed at the same time. A new *Custom-House* and *Post-Office* is being erected on a site a little S. of the old one. It will be one of the finest public buildings in the country, occupying an entire block, and costing upward of \$3,500,000. A new *Court-House*, estimated to cost \$2,000,000, is going up in

Court-House Square. The **Chamber of Commerce** has been rebuilt on the old site in Washington St., opposite Court-House Square, and is one of the finest and most complete buildings of the kind in the world. Its interior decorations are very elaborate. The Board of Trade meets here, and strangers will find it interesting to visit the ladies' gallery during the daily session (from 11 A. M. to 1 P. M.); or any gentleman is admitted to the floor on introduction by a member. The new hotels, already mentioned, are among the finest buildings in the city; as are also the *Central Depot*, at the foot of Lake St., and the *Union Depot*, in Van Buren St. at the head of La Salle. The new and handsome brown-stone building of the *Chicago Tribune*, cor. Dearborn and Madison Sts., is worthy of notice. Other representative structures are *Greenbaum's Bank Building*, in 5th Ave., the *Chicago Savings Institution*, cor. Madison and Dearborn Sts., and *Hale's Block*, 200 to 206 Randolph St.

Theatres and Places of Amusement.—The far-famed Crosby's Opera-House was burned down in the fire of 1871, and has not been rebuilt, though a new one is in contemplation. *McVicker's Theatre*, near the cor. of State and Madison Sts., is one of the finest in the country. *Hooley's*, just W. of the Sherman House, is also a beautiful theatre. The *Academy of Music*, in Halstead St. near Madison, was built in 8 weeks after the fire, and has since been enlarged and improved. *Aiken's Theatre*, cor. Wabash Ave. and Congress St., and *Myer's Opera-House* (minstrels), in Monroe St. near State, are new. The *Globe Theatre*, in Desplaines St. near Madison, is devoted to legitimate drama, and has a good company. The Dexter Park race-course is located near the Union Stock-Yards. The Shooting-Club has a park close by, and in the season keeps about 25,000 pigeons in cages and houses for practice and matches.

Churches.—There are about 180 church edifices in Chicago, including those untouched by the fire and those which have since been rebuilt. Among the most notable are: **Unity Church** (Unitarian) in N. Dearborn St. cor. Lafayette Place, a white-marble structure, in the modern Gothic style, with double spires. The *Second Presbyterian*, cor. Michigan Ave. and 18th St., is a large and imposing stone structure. The *Michigan Avenue Baptist Church*, in Michigan Avenue near 24th St., is of stone, in the Gothic style, with a graceful tower and spire. *St. James's* (Episcopal), cor. Cass and Huron Sts., is large and massive, with a square flanking tower. The *Union Park Congregational*, cor. Ashland Ave. and Washington St., has a lofty spire and is quite ornate in style. The *Second Baptist*, cor. Monroe and Morgan Sts., is a plain edifice in the Italian style, with a most peculiar spire. The *Twelfth Street Church* (Roman Catholic) is pure Gothic in style and has an extremely rich and noble interior.

Libraries, Educational and Charitable Institutions, etc.—The old Custom-House building, cor. Dearborn and Monroe Sts., has been sold to the city and fitted up as a *Public Library*, the nucleus of which was contributed by English authors and publishers in 1872. The collection now comprises about 8,000 volumes. The *Christian Union* has a library, reading-room, gymnasium, etc. The *Academy of Sciences*, established in 1857, lost a valuable collection of 38,000 specimens in the fire, but has erected a new building on the old site (in Wabash Ave. near Van Buren St.), and is slowly gathering a new museum and library. The **University of Chicago**, founded by the late Stephen A. Douglas, occupies a beautiful site, overlooking Lake Michigan, at Cottage Grove, 4 m. S. of Court-House Square (reached by State St. cars). The main building, 136 by 172 ft., was completed in 1866, at a cost of \$110,000. The S. wing has recently been added. When finished the edifice will be one of the most commodious and elegant in the West. *Dearborn Observatory*, adjoining the University on the W., contains a Clark refracting telescope, which is one of the largest and best in the world. It has 23 ft. focal length and 18½ inches aperture. The *Baptist Theological Seminary* has a large and handsome building in rear of the University. The *Chicago Theological Seminary* has a fine stone building in the Norman style on the W. side of Union Square, at the intersection of Reuben and Warren Sts. The *Presbyterian Theological Seminary* has a fine edifice, recently erected at the cor. of Fullerton Ave. and Halstead St. It is 5 stories high, and con-

tains a good library. The **St. Ignatius College** (Roman Catholic) has an elegant building, No. 413 W. 12th St. There are 6 medical colleges in the city, of which the most noteworthy is the *Rush Medical College*, founded in 1842, and with a new and stately building at the cor. of N. Dearborn and Indiana Sts. The *Chicago Medical College* has a large structure at the cor. of Prairie Ave. and 26th St. The *Hahnemann College* (Homœopathic) is at the cor. of Cottage Grove Ave. and 28th St.

The *Cook County Hospital*, erected in 1856, is a spacious structure at the cor. of 18th and Arnold Sts. **Mercy Hospital** is an immense building at the cor. of Calumet Ave. and 28th St., well worth visiting (take Indiana Ave. cars). Other important charitable institutions are the *Magdalen Asylum*, in N. Market St.; the *Home for the Friendless*, No. 911 Wabash Ave.; the *Protestant Orphan Asylum*, cor. Michigan Ave. and 22d St.; and *St. Joseph's* (male) and *St. Mary's* (female) *Orphan Asylums*, in N. State St. cor. Superior St. The two last named are under the charge of the Sisters of Mercy. A new *Marine Hospital*, one of the largest and most costly in the country, is located at Lake View, a little beyond Lincoln Park.

Parks, Boulevards, and Cemeteries.—Chicago has a magnificent system of public parks, authorized in 1869, and partially improved previous to the fire, since which the work has proceeded more slowly. There are six parks, aggregating nearly 1,900 acres, which are connected by a cordon of boulevards 250 ft. wide, extending around the three land-sides of the city, with a drive on the lake-shore. These give 33 m. of drives, besides those around the parks. **Lincoln Park**, on the lake-shore, in the Northern Division, contains about 230 acres, and has 5 m. of drives and walks, fine trees, artificial hills and mounds, miniature lakes and streams, summer-houses, rustic bridges, and shady rambles. Open-air concerts are given here on Saturday afternoons in summer. From the N. end of Lincoln Park a boulevard, $3\frac{1}{2}$ m. long, extends W. to *Humboldt Park*, which contains $193\frac{1}{2}$ acres, and is only partially improved. About 2 m. S. of Humboldt Park, with which it is connected by a similar boulevard, is *Central Park*, an irregular tract of land nearly a mile long from N. to S., and containing 171 acres, the middle line of which lies on Madison St., 4 m. from the Court House. From this park the Douglas Boulevard runs $1\frac{1}{2}$ m. S. E. to *Douglas Park*, which also contains 171 acres. From this another boulevard runs S. $4\frac{1}{2}$ m., thence E. $4\frac{1}{2}$ m. to the two *South Parks*, containing 1,055 acres, which are tastefully laid out. The most southerly extends upward of $1\frac{1}{2}$ m. along the shore of the Lake. Two boulevards run thence to the well-paved streets that connect with the business portion of the city. **Union Park** (reached by Madison and Randolph St. cars or by Washington St. stages) is located in the very centre of the residence portion of the West Division. Though containing only 17 acres, the judicious expenditure of \$100,000 on lakelets, drives, hills, pagodas, zoological gardens, and admirable landscape-gardening, has rendered its apparent size much greater. There are open-air concerts here every Wednesday evening in summer. *Lake Park*, on the S. side, running about 1 m. on the lake-shore, though unimproved itself, is ornamented by the elegant Michigan Ave. residences, and is a favorite promenade on summer evenings. *Jefferson Park*, one of the smaller public squares, contains a handsome fountain.

Of the cemeteries, *Graceland*, *Rose-Hill*, and *Calvary*, in the North Division, are the most interesting. The last two are on the line of the Chicago & Milwaukee R. R. *Oakwood*, on the *Vincennes road*, 3 m. S. of the city limits, is a pretty rural spot. This cemetery can be reached by horse-cars and dummy, or by a pleasant drive through the boulevards.

Water-Works and Tunnels.—The system by which Chicago is supplied with water has been called one of the wonders of the world. The *Water-Works* are situated on the lake-shore in the North Division (take N. Clark St. cars and get off at Chicago Ave.), and may be inspected on application to the engineer in charge. They comprise a stone water-tower, 130 ft. high, up which the water is forced by 4 engines, having a pumping capacity of 72,000,000 gallons daily, and flows thence through pipes to every part of the city. A very fine view of the city, lake, and surrounding country, may be obtained from the top of the tower, which is reached

by a spiral staircase. From this tower a nearly cylindrical brick tunnel, 62 inches high and 60 wide, extends 2 m. under the lake, lying 66 to 70 ft. below the lake-surface. The water enters the tunnel through a grated cylinder, inclosed in an immense crib, on which a lighthouse and signal-station are to be constructed. The tunnel was begun in 1864 and finished in 1866, at a cost of \$315,139. Another tunnel, 7 ft. in diameter, was commenced in 1873, which will connect with the crib, and, through independent pumping-works, supply the S. W. section of the city. Another abundant source of water-supply has been recently developed in the *Artesian Wells*, of which there are about 40. The first two sunk are situated at the intersection of Chicago and Western Avenues (reached by W. Randolph St. cars), are respectively 911 and 694 ft. deep, and flow about 1,200,000 gallons daily. It is noteworthy that they were sunk in 1864, under the direction of a medium who prophesied that oil would be found there—and prophesied falsely. The stock-yards, the west-side parks, and numerous manufacturing establishments, are supplied from artesian wells.

Until recently intercourse between the three divisions of the city was effected only by 33 bridges, which span the river at intervals of two squares, and swing on central pivots to admit the passage of vessels. These bridges, however, are a serious impediment to navigation, as well as to vehicles and pedestrians; and, in order to obviate the inconvenience, and secure uninterrupted communication between the South and West Divisions, a *Tunnel* was constructed in 1868 under the South Branch at Washington St. It is 1,608 ft. long, with a descent of 26 ft., has a double roadway for vehicles and a separate passage for pedestrians, and cost \$400,000. In 1870 another similar tunnel, with a total length of 1,890 ft., including approaches, was constructed under the main river on the line of La Salle St., connecting the North and South Divisions (cost \$549,000). It is now contemplated to substitute tunnels for bridges at many other points along the river.

Miscellaneous Places of Interest.—No visitor to Chicago should fail to inspect the **Union Stock-Yards**, where the vast live-stock trade of the city is transacted (reached by State St. cars, or by trains every few minutes). The yards comprise 345 acres, of which 100 are in pens, and have 31 m. of drainage, 7 m. of streets and alleys, 2,300 gates, and cost \$1,675,000. They have capacity for 21,000 cattle, 75,000 hogs, 22,000 sheep, and 200 horses. There is a large and handsome brick hotel connected with the yards; also a Bank and a Board of Trade. Quite a large town (4,000 inhabitants) has sprung up in the immediate vicinity, with post-office, telegraph-office, churches, schools, etc. The scene is very animated and interesting during the day. The *Grain-Elevators* are also a very interesting feature, and should be visited, in order to obtain an idea of the manner in which the immense grain-trade of Chicago is carried on. There are 15 of these buildings, all situated on the banks of the river, and connected with the railroads by side-tracks. They have an aggregate storage capacity of 12,800,000 bushels, and receive and discharge grain with almost incredible dispatch. *Pork-packing* is a highly-interesting process. The hogs are driven up an inclined plane to a pen in the upper part of the packing-house. A chain or cord attached to a pulley in a sliding frame near the ceiling is slipped over one leg, the hog is jerked up, his throat cut, the body lowered into a long vat of boiling water, lifted out, scraped, disemboweled, and hung up to cool. When cooled, the bodies are cut up into "meats," salted, and packed. The largest houses are in the vicinity of the Stock-Yards, and are usually open to the inspection of visitors. The *Tivoli Garden* (in the Exchange Building, cor. Washington and Clark Sts.) is one of the city sights. It is a compound of restaurant, beer-garden, and concert-saloon, and is richly furnished and decorated. The *Exposition Building* is a spacious and elegant structure of iron and glass, in Lake Park, at the foot of Adams St. An exhibition of art and industrial products is held here every summer. The *Douglas Monument* occupies a site formerly owned by Senator Douglas himself, and since purchased from Mrs. Douglas for \$30,000. The monument consists of a circular base, 52 ft. in diameter, a pedestal 21 ft., and a column 43 ft. high, surmounted by a sphere, upon which a bronze statue of Douglas, 12 ft. high, is to be placed. The entire height of the monument, when completed, will be 100 ft., and the cost \$75,000.

CHICAGO TO MILWAUKEE.

(Via Chicago & Northwestern R. R. Distance, 85 m. Time, 2½-3 hrs.)

THIS road runs along the W. shore of Lake Michigan through a rich farming region, well cultivated and populous. The only important town on the route is *Racine* (62 m.), which is the second city of Wisconsin in population and commerce. It is pleasantly situated at the mouth of Root River, on the shore of Lake Michigan, on a plain about 40 ft. above the water, and has one of the best harbors on the lake. The city is handsomely laid out in wide and well-paved streets, on which are numerous fine public buildings, large warehouses, manufactories, and stores. Racine College (Episcopal) is one of the most prominent educational institutions in the West. Racine was settled in 1835, was incorporated as a city in 1848, and in 1870 had a population of 13,282.

MILWAUKEE.

Hotels: The *Newhall House* (\$4 a day), the largest in the Northwest outside of Chicago; the *Plankinton House*, an old and favorite resort; the *Walker House*, and the *Juneau House*, both in Water St., convenient to the business portion of the city.

MILWAUKEE, the commercial capital of Wisconsin, and, next to Chicago, the largest city in the Northwest, is situated on the W. shore of Lake Michigan, at the mouth of Milwaukee River. This river flows through the city, and with the Menomonee, with which it forms a junction, divides it into three nearly equal districts, which are severally known as the East, West, and South Divisions. The river has been rendered navigable to the heart of the city by vessels of any tonnage used on the lakes, and is regarded as the best harbor on the S. or W. shore of Lake Michigan. The climate of Milwaukee is peculiarly bracing and healthful, and the atmosphere remarkably clear and pure. The city embraces an area of 17 sq. m., and is regularly laid out. The centre, near the Milwaukee and Menomonee Rivers, is the business quarter; and the E. and W. parts, the former of which is built upon a high bluff overlooking the lake, while the latter is still more elevated, are occupied by residences. The peculiar cream-color of the "Milwaukee brick," of which many of the buildings are constructed, gives the city a unique and pretty appearance, and has earned for it the name of the "Cream City of the Lakes." The streets, except those in the commercial quarter, are generally well shaded. Milwaukee was settled in 1835, and incorporated as a city in 1846. Its population in 1840 was 1,712; in 1860, 45,246; in 1870, 71,440; and in 1874 the local authorities estimated it at from 95,000 to 100,000. The Germans constitute nearly one-half the entire population, and their influence upon the social life of the inhabitants is everywhere seen. Breweries and lager-bier saloons, gardens, gasthausen, music-halls, and restaurants abound; and on the street one hears German spoken quite as often as English.

The commerce of Milwaukee is very large, wheat and flour being the most important items. In 1873 there were shipped from this port 24,994,266 bushels of wheat and 1,805,200 barrels of flour. The storage accommodations for grain comprise six elevators, with a combined capacity of 3,450,000 bushels; and the flour-mills are on an immense scale. Butter, wool, hides, and lumber, are also important articles of trade. The manufactures are extensive, and embrace lager-bier (which is highly esteemed and widely exported), pig-iron and iron castings, leather, machinery, agricultural implements, steam-boilers, car-wheels, furniture, and tobacco and cigars. The product of the blast-furnaces and rolling-mills for 1873 was valued at about \$3,500,000; of the flouring-mills, \$5,000,000; of the breweries, \$2,600,000; of the distilleries, \$1,500,000; and of the tanneries, \$3,000,000.

East Water St. and *Spring St.* are very wide and handsome thoroughfares, and on them are the principal hotels and retail stores. Among the public buildings, the finest is the **United States Custom-House**, which also contains the *Post-Office* and the

U. S. Courts. It is of Athens stone, and stands on the cor. of Wisconsin and Milwaukee Sts. The new **County Court-House** is a handsome edifice. The *Music Hall* has an elegant auditorium, with sittings for 2,300 persons. It was erected in 1864, at a cost of \$65,000, and is owned by the German Musical Society. The *Opera-House* and the *Academy of Music* are fine buildings, the latter being used for theatrical performances, and having 800 sittings. There are several banking-houses



Milwaukee.

which have large and imposing buildings. The most prominent church edifice in the city is the Roman Catholic **Cathedral of St. John**. The new *Baptist Church* is also a handsome structure. Of the literary institutions the most prominent is the *Milwaukee Female College*, which, in 1873, had 6 instructors and 118 students. The *Young Men's Association* has a library of 11,000 volumes, and a well-supplied reading-room. The **Northwestern National Asylum** (for disabled soldiers) is an immense brick building, about 3 m. from the city, having accommodations for 700 or 800 inmates. The institution has a reading-room, and a library of 2,500 volumes. The grounds embrace 425 acres, more than half of which is under cultivation, the residue being laid out as a park. In the city there are three orphan asylums, a Home for the Friendless, and two hospitals. Several of the industrial establishments are well worth a visit, especially the **Grain-Elevator** of the Milwaukee & St. Paul R. R. This immense structure has a storage capacity of 1,500,000 bushels, and is one of the largest on the continent. The flour-mill of Betschey & Kern has a capacity for producing 1,000 barrels of flour daily; and the rolling-mill of E. B. Ward is one of the most extensive in the West.

NEW YORK TO CINCINNATI.—ROUTE I.

(Via Erie R. R. and Atlantic & Great Western R. R. [Distance, 861 m. Time, about 30 hrs. Fare, \$20.)

As far as *Salamanca*, New York (413 m.), this is identical with Route II. from New York to Chicago. (See page 82.) At Salamanca the train takes the line of the Atlantic & Great Western road, crossing the N. W. corner of Pennsylvania and passing through the heart of the oil-region. *Freehold* (465 m.) is the first station in Pennsylvania. *Corry* (474 m.) came into existence as the result of the discovery of oil, the first building ever erected there being a small eating-house, in August, 1861.

It promises to become an important manufacturing town and railroad centre. *Meadville* (516 m.) is one of the oldest towns W. of the Alleghanies, and is now the centre of a large trade with the oil-region. It is the seat of Alleghany College, founded in 1816, and of the Western Theological Seminary (Unitarian), founded in 1844. Among the more prominent edifices are a State arsenal, an academy, and several churches. *Orangeville* (555 m.) is the first station in Ohio. *Akron*, O. (616 m.), is an attractive and prosperous place, lying in the midst of a fine agricultural region, at the junction of the Ohio & Pennsylvania with the Ohio & Erie Canal. *Mansfield* (682 m.) has already been mentioned. (See p. 89.) *Urbana* (766 m.) is a charming village, in which some manufacturing is done, and which contains several churches, banks, and a Swedenborgian College. *Springfield* (780 m.), one of the most beautiful cities in the State, is situated at the confluence of the Lagonda Creek and Mad River, both of which furnish excellent water-power, which is utilized in numerous manufactures. Many of the stores and residences are elegant, and there are also several handsome churches. *Dayton* (801 m.) is on the E. bank of the Great Miami River, at the mouth of Mad River, and, with its broad and beautifully-shaded streets, elegant private residences, and fine public buildings, is one of the handsomest cities in the country. The Court-House is particularly noticeable as one of the finest in the West. The most attractive feature of Dayton to the tourist is the *Central National Soldiers' Home*, situated on a picturesque elevation, 4 m. from the city, and reached by horse-cars. The Home is an extensive group of fine, large buildings, over 40 in number, including a handsome church, built of native white limestone, and a splendid hospital, said to be the best adapted to its purpose of any in the United States. The latter is of red brick, with freestone facings and trimmings, and accommodates 300 patients. The principal other buildings are a brick dining-hall, capable of seating 3,000 persons, a fine library, a music-hall, billiard-room, bowling-alley, headquarters building, and several barracks for the men. The grounds embrace an area of 640 acres, well shaded with natural forest-trees, and are handsomely laid out, with winding avenues, a deer-park, stocked from Lookout Mountain, a beautiful artificial lake, a natural grotto, hot-houses, and flower-beds. *Hamilton* (836 m.) is a pretty town, situated on both sides of the Miami River. *Cincinnati* (861 m.) is described on p. 101.

NEW YORK TO CINCINNATI.—ROUTE II.

(Via "Panhandle Route." Distance 758 m. Time, 23 hrs. Fare, \$20.)

As far as Columbus, Ohio (638 m.), this route is identical with Route III. from New York to Chicago. (See p. 86.) At Columbus the train takes the line of the Little Miami R. R., extending S. W. through a rich and populous prairie country, dotted with towns and villages. *London* (663 m.) is a pretty town, capital of Madison County, and containing a fine union schoolhouse. *Xenia* (693 m.) is, like a large proportion of Ohio towns, regularly and handsomely built, the streets being shaded with large forest-trees. The surrounding country is undulating, fertile, and highly cultivated. *Milford* (744 m.) is a flourishing village on the opposite bank of the Little Miami River. It is connected with the R. R. station by a bridge. *Cincinnati* (758 m.) is described on p. 101.

BALTIMORE TO CINCINNATI.

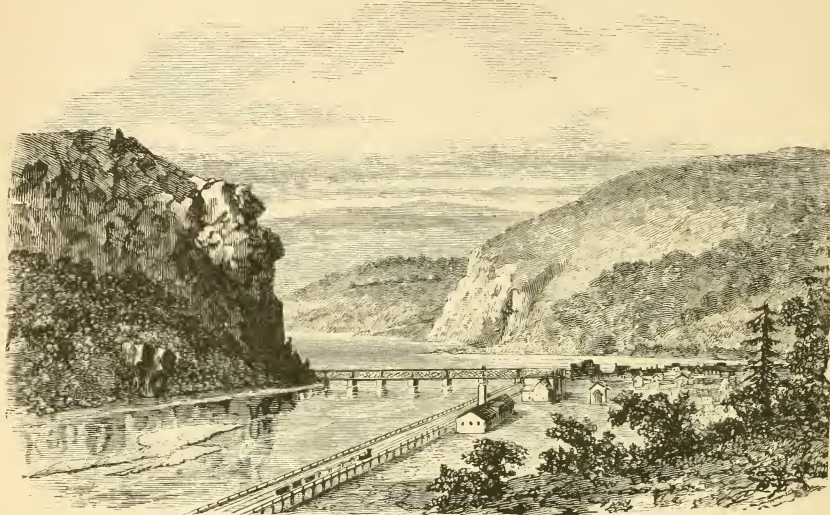
(Via Baltimore & Ohio R. R. Distance, 589 m. Time, about 22 hrs. Fare, \$16.)

THE grandeur of the scenery along the line of the Baltimore & Ohio R. R. makes it one of the most attractive routes that tourists can take, and it possesses the additional interest of having been the theatre of some of the most exciting scenes in the late civil war, during which it suffered severely by the destruction of its track, bridges, and rolling-stock. *Baltimore*, the principal city of Maryland, has already been described. (See p. 36.) In leaving Baltimore by this road the train no sooner emerges from the dingy suburbs than the pleasures of the trip commence. Looking back we obtain a fine view of the city, and then cross *Carrollton Viaduct*, a fine

bridge of dressed granite, with an arch of 80 ft. span, over Gwinn's Falls, after which the road soon enters the long and deep excavation under the Washington turnpike. Less than a mile farther the "deep cut" is encountered, famous for its difficulties in the early history of the road. It is 76 ft. deep and nearly $\frac{1}{2}$ m. long. Beyond this the road crosses the deep ravine of Robert's Run, and, skirting the ore-banks of the old Baltimore Iron Company, now covered by a dense forest of cedar-trees, comes to the long and deep embankment over the valley of Gadsby's Run, and the heavy cut through Vinegar Hill immediately following it. At *Washington Junction* (9 m.) the open country of sand and clay ends, and the region of rock begins at the entrance to the gorge of the Patapsco River. In entering this defile there is a fine view of the *Thomas Viaduct*, a noble granite structure of 8 elliptic arches, spanning the stream at a height of 66 ft. above the bed, and nearly 700 ft. long. *Ellicott's Mills* (14 m.) is in a bold, rocky passage of the Patapsco, which runs leaping and dashing through the village, in full view from the car-window. Near *Elys-ville* (20 m.) the road twice crosses the river, the first time by a viaduct 330 ft. long, and the second time by one of nearly 300 ft. From the summit of the ridge at *Mount Airy* (42 m.) is a noble view westward across the Fredericktown Valley, and as far as the Catoctin Mountains, 15 m. distant. The road thence descends into the valley of Bush Creek, a stream of moderate curves and gentle slopes, except where it breaks through ranges of trap-rock. *Frederick Junction* (58 m.), better known as *Monocacy*, is near the battle-ground where, on the 9th of July, 1864, the Federals were defeated by a superior Confederate force. From this point to the Point of Rocks, the road, having escaped from the narrow, winding valleys to which it has thus far been confined, bounds away over the beautiful champaign country extending to the Catoctin Mountains, a continuation of the Blue Ridge. *Point of Rocks* (69 m.) takes its name from a bold promontory, which is formed by the profile of the Catoctin Mountain, against the base of which the Potomac River runs on the Maryland side, the mountain towering up on the opposite (Virginia) shore, forming the other barrier to the pass. The railroad passes the Point by a tunnel, 1,500 ft. long, cut through the solid rock. Beyond, the ground becomes comparatively smooth, and the railroad, leaving the immediate margin of the river to the canal, runs along the base of gently-sloping hills, passing the villages of Berlin and Knoxville, and reaching the Weverton Factories, in the pass to the *South Mountain*. From South Mountain to Harper's Ferry the road lies along the foot of a precipice for the greater part of the distance of 3m., the last of which is immediately under the rocky cliffs of Elk Mountain, forming the N. side of this noted pass. The Shenandoah River enters the Potomac just below the bridge over the latter, and their united currents rush rapidly over the broad ledges of rock which stretch across their bed. The length of the bridge, over river and canal, is about 900 ft., and at its W. end it bifurcates, the left-hand branch connecting with the Winchester & Potomac R. R., which passes directly up the Shenandoah, and the right-hand carrying the main road, by a strong curve in that direction, up the Potomac. *Harper's Ferry* (81 m.) is delightfully situated in Jefferson Co., W. Virginia, at the confluence of the Potomac and Shenandoah Rivers, the town itself being compactly but irregularly built around the base of a hill. Before the civil war it was the seat of an extensive and important United States armory and arsenal; but these were destroyed during the war, and have not been rebuilt. The scenery around Harper's Ferry is wonderfully picturesque. Thomas Jefferson pronounced the passage of the Potomac through the Blue Ridge "one of the most stupendous scenes in Nature, and well worth a voyage across the Atlantic to witness." The tourist should stop here for at least one day, and climb either Maryland Heights (across the Potomac) or Bolivar Heights (above the town).

A short distance above Harper's Ferry the road leaves the Potomac and passes up the ravine of Elk Branch, which, at first narrow and serpentine, widens gradually until it almost loses itself in the rolling table-land which characterizes the "Valley of Virginia." The head of Elk Branch is reached in about 9 m., and thence the line descends gradually over an undulating country to the crossing of Opequan Creek. Beyond the crossing, the road enters the open valley of Tuscarora Creek, which it

crosses twice and follows to the town of *Martinsburg* (100 m.), where the railroad company have built extensive shops. Seven miles beyond Martinsburg the road crosses North Mountain by a long excavation, and enters a poor and thinly-settled district covered chiefly with a forest in which stunted pine prevails. The Potomac



Harper's Ferry.

is again reached at a point opposite the ruins of Fort Frederick, on the Maryland side. *Sir John's Run* (128 m.) is the point of departure for Berkeley Springs (2½ m. distant), and just beyond the station the track sweeps around the Cacapon Mountain, opposite the remarkable insulated hill called "Round Top." The next point of interest is the *Doe Gully Tunnel* (1,200 ft. long). The approaches are very imposing, as for several miles above and below the tunnel they cause the road to occupy a high level on the slopes of the river-hills, and thus afford extensive views of the grand mountain scenery around. The *Paw-Paw Tunnel* is next reached, and, after passing through some 20 m. of rugged and impressive scenery, we cross the N. branch of the Potomac by a viaduct 700 ft. long and enter Maryland. **Cumberland** (178 m.) is in the mountain-region of the narrow strip which forms the W. part of Maryland, and in point of population and commerce is its second city. The entrance to the town is beautiful, and displays the noble amphitheatre in which it lies to great advantage, the gap of Will's Mountain, W. of the town, being a prominent feature of the view. From Cumberland to Piedmont (28 m.) the scenery is remarkably picturesque. For the first 22 m., to the mouth of New Creek, the Knobly Mountain bounds the valleys of the N. branch of the Potomac on the left, and Will's and Dan's Mountains on the r.; thence to Piedmont, the river lies in the gap which it has cut through the latter mountain. The crossing of the Potomac from Maryland to Virginia is 21 m. from Cumberland, and the view from the bridge, both up and down the river, is very fine. At *Piedmont* (206 m.) the ascent of the Alleghanies is commenced, and *Altamont* (223) is upon the extreme summit of the range. From Altamont westward for nearly 20 m. are beautiful natural meadows (known as the "Glades") lying along the upper waters of the Youghiogheny River, and its numerous tributaries, divided by ridges of moderate elevation and gentle slope, with fine ranges of mountains in the background. The descent of 11 m. to Cheat River presents a succession of very heavy excavations, embankments, and tunnels, and at the foot the famous *Cheat River Valley* is crossed, with fine views on either side. For several miles on this part of the line the road runs along the

steep mountain-side, presenting a succession of magnificent landscapes. Descending from Cassidy's Ridge, which forms the W. boundary of Cheat River Valley, the train soon reaches the great *Kingwood Tunnel*, which is 4,100 ft. long and cost \$1,000,000; and, 2 m. beyond, *Murray's Tunnel*, 250 ft. long.

Grafton (279 m.) is the end of the mountain division of the road, and from this point to the Ohio River it passes through a country which is well wooded, and rich in coal and petroleum, but without interest for the tourist. At *Parkersburg* (383 m.) the train crosses the Ohio River on a splendid bridge, $1\frac{1}{8}$ m. long, with 6 spans over the river and 43 approaching spans, completed in 1871, at a cost of over \$1,000,000. *Athens* (429 m.) is pleasantly situated on the Hocking River. The Ohio University, the oldest in the State (founded in 1804), is located here; also one of the State Lunatic Asylums. *Chillicothe* (490 m.) is picturesquely situated on a plateau through which flows the Scioto River. It was founded in 1794, and from 1800 to 1810 was the capital of the State. It is now a handsome and thriving town. *Cincinnati* (589 m.) is described below.

CINCINNATI.

CINCINNATI, the chief city of Ohio, is situated on the N. bank of the Ohio River, in lat. $39^{\circ} 6' N.$ and lon. $84^{\circ} 27' W.$ It has a frontage of 10 m. on the river, and extends back about 3 m., occupying half of a valley bisected by the river, on the opposite side of which are the cities of Covington and Newport, Ky. It is surrounded by hills from 400 to 465 ft. in height, forming one of the most beautiful amphitheatres on the continent, from whose hilltops may be seen the splendid panorama of the cities below, and the winding Ohio. No other large city in the United States affords such a variety of position and scenery. Cincinnati is principally built upon two terraces, the first 60 and the second 112 ft. above the river. The latter has been graded to an easy slope, terminating at the base of the hills.



Cincinnati, O.

The streets are laid out with great regularity, crossing each other at right angles, are broad and well paved, and for the most part beautifully shaded. The business portion of the city is compactly built, a fine drab freestone being the material chiefly used. The outer highland belt of the city is beautified by elegant residences

which stand in the midst of extensive and highly-adorned grounds. Here the favorite building material is blue limestone.

Cincinnati was settled in 1788, but for a number of years a continual series of difficulties with the Indians retarded the progress of the town. In 1800 it had grown to 750 inhabitants, and in 1814 it was incorporated as a city. About 1830 the Miami Canal was built, and during the next 10 years the population increased 85 per cent. In 1840 the Little Miami, the first of the many railroads now centring at Cincinnati, was finished, and in 1850 the population had increased to 115,436. In 1860 it was 161,044, and in 1870, 216,239. The central position of Cincinnati in relation to extensive producing regions and to leading channels of commerce has rendered it one of the most important commercial centres of the West; but manufactures constitute its chief interest. In 1875 there were 4,469 manufacturing establishments whose products were valued at \$144,000,000. Iron, furniture, boots and shoes, beer and whiskey, machinery, and steamboats, are leading items in the product; but pork-packing is the principal industry. In this branch Cincinnati ranks next to Chicago, 563,359 hogs having been packed in 1875-'6.

Hotels, Restaurants, and Clubs.—The *Grand Hotel* is a new and handsome structure, cor. 4th St. and Central Ave. (\$4 a day). The *Burnet House*, cor. 3d and Vine Sts., has been for more than a quarter of a century the principal hotel of Cincinnati (\$4 a day). The *Gibson House*, in Walnut between 4th and 5th Sts., is large and centrally located (\$4 a day). Other good hotels are the *St. James* (\$2.50 a day), in E. 4th St. between Main and Sycamore; *Walnut Street House* (\$2.50 a day), in Walnut between 6th and 7th Sts.; *Crawford House* (\$2.50 a day), cor. 6th and Walnut Sts.; *Merchants' Hotel* (\$2.50 a day), in 5th St. between Main and Sycamore; and the *Galt House* (\$2 a day), cor. 6th and Main Sts. Good hotels on the European plan are the *St. Nicholas*, cor. 4th and Race Sts., and *Keppeler's Hotel*, in 4th St. between Plum St. and Central Ave. (rooms \$1 to \$3 a day).

The best restaurants for ladies and gentlemen are *Keppeler's*, in 4th St. between Plum St. and Central Ave.; the *St. Nicholas*, cor. 4th and Race Sts.; *Schmidt's*, cor. 7th and Race Sts.; *Beckers'*, in Mound St. near 6th; and *Hunt's*, in Vine St. near 4th.

The *Phoenix Club* has an elegant building richly furnished at the cor. of Central Ave. and Court St. The *Allemania Club* also has a fine building at the cor. of 4th and Walnut Sts., with billiard-rooms, ballrooms, supper-rooms, etc. The *Eureka Club* has rooms at the cor. of Walnut and 9th Sts. The *Queen City Club*, organized in 1874, is erecting a handsome building at the cor. of 7th and Elm Sts. Introduction by a member secures the privileges of any of these clubs.

Railroad Depots.—The Depot of the *Cincinnati, Hamilton & Dayton R. R.* is a spacious and ornate structure at the cor. of 5th and Hoadley Sts. The *Plum St. Depot*, cor. Plum St. and Pearl, is a large building, 400 by 64 ft. The *Little Miami R. R. Depot* is at the cor. of Kilgour and Front Sts. The *Ohio & Mississippi Depot* is at the cor. of W. Front and Mill Sts. The *Kentucky Central Depot* is in Covington.

Modes of Conveyance.—*Horse-cars* run to all parts of the city and suburbs, and to Covington and Newport, Ky. (fare, 6c.). *Omnibuses* run from all the depots and steamboat-landings to the hotels (fare, 50c.). *Hacks* are in waiting at the depots, steamboat-landings, and at various other points in the city. Their legal rates are: For 1 or 2 persons to any point within the city, \$1; 3 or more persons, 50c. each; large baggage, extra; by the hour, \$2 for the first hour and \$1.50 for each additional hour. These rates are seldom observed, however, and to avoid imposition a bargain should be made with the driver before starting. *Ferries* to Covington from foot of Vine St. and from foot of Central Ave.; to Newport from foot of Lawrence St.

Streets and Drives.—Of the business streets, *Pearl St.*, which contains nearly all the wholesale boot and shoe and dry-goods houses, is noted for its splendid row of lofty, uniform stone-fronts between Vine and Race Sts. *Third St.*, between Main and Vine, contains the banking, brokerage, and insurance offices. *Fourth St.* is the fashionable promenade and most select retail business St., and is lined with hand-

some buildings. In *Pike St.*, in *4th St.*, from Pike to Broadway, and in *Broadway*, between 3d and 5th Sts., are the finest residences of the "East End;" in *4th St.*, W. of Smith, in *Dayton St.*, and in *Court St.*, between Freeman and Baymiller Sts., those of the "West End." The portion of *Freeman St.* lying along the Lincoln Park, is a favorite promenade. *Pike St.*, from 3d to 5th, along the old Longworth homestead, is known as the "Lovers' Walk." Along *Front St.*, at the foot of Main, lies the *Public Landing*, an open area, paved with bowlders, 1,000 ft. long and 425 ft. wide. There are many beautiful drives in the vicinity. One of the most attractive is that from the Brighton House, cor. Central Ave. and Freeman St., to Spring Grove Cemetery, and thence around Clifton and Avondale, returning to the city by way of Mount Auburn. This drive affords fine views of the city and surrounding country.

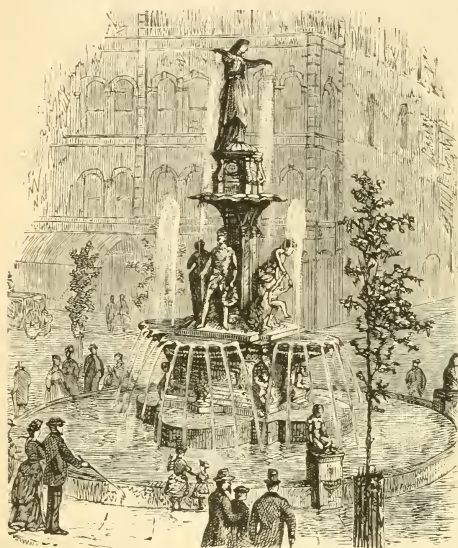
Public and Prominent Buildings.—The U. S. Government building, containing the *Post-Office* and *Custom-House*, stands at the cor. of 4th and Vine Sts., in the centre of the city. It is of sawed freestone, in the Roman-Corinthian style, with a porch in 4th St., supported by 6 columns. A new government building for the Custom-House, Post-Office, and Court-House, is being erected on the square bounded by Main and Walnut and 5th and 6th Sts. It will be 354 ft. long by 164 deep, 4 stories high, of granite, in the Renaissance style. When finished it will be the finest building in the city. The **County Court-House** is a large and imposing structure of Dayton stone, in the Roman-Corinthian style, in Main St., near Court St. The front has a porch with 6 Corinthian columns. With the *County Jail* in its rear, it occupies an entire square. The *City Buildings* occupy the entire square on Plum St., between 8th and 9th. They are large and handsome, and are set off by a trim little park, with a fountain in the centre. The *Chamber of Commerce* is in 4th St., between Main and Walnut. The hall affords standing-room for 25,000 people, and is a point of attraction every business-day from 11 A. M. to 1 P. M. The rooms of the *Board of Trade* are in Pike's elegant building in 4th St., between Vine and Walnut. The **Masonic Temple**, cor. 3d and Walnut Sts., is an imposing freestone structure in the Byzantine style, 195 by 100 ft., with 2 towers 140 ft. and a spire 180 ft. high. The interior is elaborately ornamented. Visitors admitted at 10 A. M. daily. *Odd-Fellows' Hall* is a spacious and handsomely-furnished building, cor. 4th and Home Sts. Fine blocks of commercial buildings may be found in Pearl, Third, Fourth, Main, Walnut, and Vine Sts. The *Exposition Buildings*, in Elm St., fronting Washington Park, cover $3\frac{1}{2}$ acres of ground, and have 7 acres' space for exhibiting. The Exposition opens annually during the first week in September, and closes the first week in October, and is always largely attended (admission, 25c.; children, 15c.).

Theatres and Places of Amusement.—*Pike's Opera-House*, in 4th St., between Vine and Walnut, is one of the most imposing structures of the kind in the United States. It is of fine sandstone, in the Elizabethan style, and the interior is elaborately painted and frescoed. The *Grand Opera-House*, cor. Vine and Longworth Sts., is the old Mozart Hall, remodeled and fitted up as a regular theatre. It will seat 2,000 persons. *Wood's Theatre*, cor. Vine and 6th Sts., is devoted to the legitimate drama. At *Robinson's Opera-House*, cor. 9th and Plum Sts., German opera and drama are given, varied by an occasional concert. The *National Theatre* (Varieties) is in Sycamore St., between 3d and 4th. Concerts and lectures are given at *Hopkins's Music Hall*, cor. 4th and Elm Sts.; at *Melodeon Hall*, cor. 4th and Walnut Sts.; at *College Hall*, in College Building, in Walnut St., near 4th; and at *Greenwood Hall*, in the Mechanics' Institute, cor. 6th and Vine Sts. The large German halls "over the Rhine" are noticed further on. The *Gymnasium*, in 4th St., between Race and Vine, is one of the most perfect in the country (open from 8 A. M. to 10 P. M.). The *Floating Bath* is moored at the foot of Broadway (single bath, 15c.).

Libraries, Art-Galleries, etc.—The *Public Library* building, in Vine St., between 6th and 7th, is one of the finest and largest in the city. It is of stone and brick, in the Romanesque style, is fire-proof, and will afford shelf-room for 300,000 volumes. The library now contains 72,000 volumes and a well-supplied reading-room (open from 8 A. M. to 10 P. M.). The *Young Men's Mercantile Library* is in the

second story of the College Buildings, in Walnut St., between 4th and 5th, and contains 37,000 volumes. The *Law Library*, in the Court-House, has 7,600 volumes. The *Mechanics' Institute Library* has 6,500 volumes and a reading-room. The *Philosophical and Historical Society*, in College Building, has 4,500 bound volumes and 12,000 pamphlets and unbound volumes. There is no public art-gallery in Cincinnati, but the private collections are numerous and valuable, especially those of Henry Probasco, on Clifton Heights, and Joseph Longworth, on Walnut Hills. Visitors are always politely received.

The most notable work of art in Cincinnati is the **Tyler-Davidson Fountain**, in



Tyler-Davidson Fountain.

5th St., between Vine and Walnut. It stands on a freestone esplanade, 400 ft. long and 60 ft. wide. In the centre of a porphyry-rimmed basin 40 ft. in diameter is the quatrefoil Saxon porphyry base supporting the bronze-work, whose base is 12 ft. square and 6 ft. high, with infant figures at each corner representing the delights of children in water. Bass-relief figures around the base represent the various uses of water to mankind. From the upper part of the bronze base extend 4 great basins, and from the centre rises a column, up whose sides vines ascend and branch at the top in palm-like frondage. Around this column are groups of statuary; and on its summit stands a gigantic female figure, with outstretched arms, the water raining down in fine spray from her fingers. The work was cast in Munich, and cost nearly \$200,000. It plays during warm days from morning till midnight.

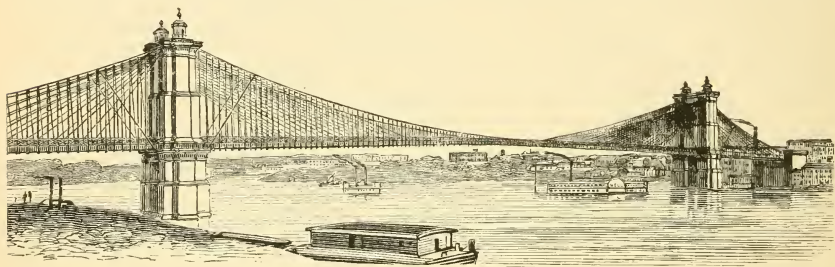
Churches.—The finest church edifice in the city is **St. Peter's Cathedral** (Roman Catholic), in Plum St., between 7th and 8th. It is of Dayton limestone, in pure Grecian style, 200 by 80 ft., with a stone spire 224 ft. high, and a portico supported by 10 sandstone columns. The altar, of Carrara marble, was made in Genoa; and the altar-piece, "St. Peter Delivered," by Murillo, is one of the chief glories of art in America. *St. Xavier Church* (Roman Catholic), in Sycamore St., between 6th and 7th, is a fine specimen of the pointed Gothic style, with a spire 350 ft. high. *St. Paul's* (Episcopal), in 4th St., between Main and Walnut, is a quaint structure in the Norman-Gothic style, and has fine music. *St. John's* (Episcopal), cor. 7th and Plum Sts., is of stone and stuccoed brick, in the Norman style, notable for its square towers, rough ashlar gable, and deep and lofty Norman door. *St. Paul's* (Methodist), cor. 7th and Smith Sts., of blue limestone, in cruciform style, has a fine interior and a spire 200 ft. high. The *First Presbyterian*, in 4th St., between Main and Walnut, is noted for its huge tower surmounted by a spire 270 ft. high, terminating in a gilded hand, the finger pointing upward. The *Baptist Church*, in 9th St., between Vine and Race, is a handsome building with massive clock-tower. The *First Congregational*, cor. Plum and 8th Sts., is surmounted by a dome and lighted from the roof. Some of the German churches "over the Rhine" are very large, and the music excellent. The **Hebrew Synagogue**, in Plum St., opposite the Cathedral, is of brick, profusely ornamented with stone, in the Moorish style, and has one of the most brilliant interiors in the city. The *Hebrew Temple*, cor. 8th and Mound Sts., is in the Gothic style, with double spires, and the interior is gorgeously frescoed.

Educational and Charitable Institutions.—The *University of Cincinnati*, founded and endowed by the late Charles McMicken, has an imposing new building at the cor. of Hamilton Road and Elm St. Connected with the University are the *School of Design* and the *Law School*, both of which are in the College Building, in Walnut St., between 4th and 5th. **St. Xavier's College** (Jesuit), cor. Sycamore and 7th Sts., is a splendid building in the Romanesque style, of brick, profusely ornamented with stone. The college possesses a library of 12,000 volumes, valuable chemical and philosophical apparatus, a museum, and a large mineralogical and geological collection. The *Wesleyan Female College* is a prosperous institution, with a spacious and handsome building in Wesley Ave., between Court and Clark Sts. The *Seminary of Mount St. Mary's* is a famous Roman Catholic college, beautifully situated on Western Hills, which command extensive views. *Lane Theological Seminary* (Presbyterian) is situated on E. Walnut Hills, and possesses a library of 12,000 volumes. The *Medical College of Ohio* is one of the most famous in the West, and has a very fine building in 6th St., between Vine and Race. The *Miami Medical College*, in 12th St., near the Hospital, is another famous institution. The *Chickering Classical and Scientific Institute*, in George St., between Smith and John, is the largest private school for boys in the West. The *Hughes High-School*, in 5th St., at the head of Mound, is an imposing edifice in the Gothic style, with octagon towers at the corners. The *Woodward High-School* is an elegant building in Franklin St., between Sycamore and Broadway. The *Mechanics' Institute* is a commodious building, cor. 6th and Vine Sts.

In 12th St., between Central Ave. and Plum St., occupying a square of 4 acres, stands the **Cincinnati Hospital**, said to be the largest and best-appointed institution of its kind in the country. It consists of eight distinct buildings arranged *en échelon* round a central court, and connected by corridors. The central building, through which is the main entrance, is surmounted by a dome and spire 110 ft. high. The *Good Samaritan Hospital* is a fine, large, red-brick building, situated on a grassy hill at the cor. of 6th and Locke Sts. *St. Mary's Hospital*, in Betts St., near Freeman, is also a fine and spacious building. The **Longview Asylum for the Insane**, at Carthage, 10 m. N. of the city, is of brick, in the Italian style, 612 ft. long and 3 and 4 stories high. Its grounds are laid out in beautiful lawns, walks, and parks, with greenhouses. There are no bars to the windows, and everything prison-like is avoided. The *House of Refuge* is situated in Mill Creek Valley, 1 m. N. of the city limits. The buildings are of blue limestone trimmed with white Dayton stone, and are surrounded with 6 acres of ground. The *City Workhouse* is near the House of Refuge. The main building is 510 ft. long, and is one of the most imposing edifices about the city. The *Cincinnati Orphan Asylum* is a spacious brick edifice at Mount Auburn, comprising ample grounds which command extensive views. There are numerous other charitable institutions which we have not space to mention.

Parks, Public Squares, and Cemeteries.—The chief public park is **Eden Park**, situated on a hill in the eastern district, and commanding magnificent views of the city, the valley of the Ohio, and the surrounding country. It contains 216 acres, beautifully laid out and adorned: and in it are the two new city reservoirs, which look like natural lakes. *Burnett Woods*, on a hill N. of the city, contains 170 acres, nearly all forest. *Lincoln Park*, in Freeman St., between Betts and Hopkins, contains only 18 acres, but it is admirably adorned and finely shaded. *Washington Park*, one of the oldest pleasure-grounds in the city, formerly a cemetery, is in 12th St., between Race St. and the Miami Canal. It comprises 10 acres. *Hopkins's Park* is a small lawn with shrubbery on Mount Auburn, N. of the city. **Spring Grove Cemetery**, one of the most beautiful in the West, lies 3 m. N. W. of the city, in the valley of Mill Creek, and is approached by an attractive avenue 100 ft. wide. It contains 600 acres, well wooded and picturesquely laid out, and many fine monuments. The entrance-buildings are in the Norman-Gothic style, and cost \$50,000. The chief attractions are the Dexter mausoleum, representing a Gothic chapel, and a bronze statue of a soldier, cast in Munich, erected in 1864 to the memory of the Ohio volunteers who died during the war.

Miscellaneous Places of Interest.—More than a third of the residents of Cincinnati are Germans or of German parentage. They occupy the large section of the city N. of the Miami Canal, which they have named "the Rhine." The visitor finds himself in an entirely different country "*over the Rhine*," for he hears no language but German, and all the signs and placards are in German. The business, dwellings, theatres, halls, churches, and especially the beer-gardens, all remind the European tourist of Germany. Strangers should visit the Great Arbeiter and Turner Halls, in Walnut St., Wielert's saloon and garden, in Vine St., and some one of the vast beer-cellars, which can be found almost anywhere "over the Rhine." The **Suspension-Bridge** over the Ohio, connecting the city with Covington, Ky., is the pride of Cincinnati. From tower to tower it is 1,057 ft. long; the entire length is 2,252 ft., and its height above the water 100 ft. There is another handsome suspension-bridge over the Licking River, connecting the cities of Covington and Newport. By taking the horse-cars at Front St., in an hour's ride one may cross both these bridges, and return to the starting-point, having been in two States and three cities, and having crossed two navigable rivers. A handsome railroad-bridge is thrown across the Ohio, just above the Suspension-Bridge. The *Water-Works*, in E. Front St., near the Little Miami Depot, are of great magnitude, and well worth a visit. There are 4 pumping-engines with a capacity of nearly 30,000,000 gallons a day. *Longworth's*



Suspension-Bridge.

Wine-Cellar, at the E. end of 6th St., is one of the attractions of the city; it is vast in dimensions, and contains immense quantities of wine. A visit to one of the numerous *Pork-packing Houses* will repay the tourist; and no one should miss the views of the city from *Price's Hill* (take omnibus from Post-Office), and from *Lookout House*, Mount Auburn (reached by horse-cars from cor. of Main and 5th Sts.).

CINCINNATI TO LOUISVILLE.

The journey from Cincinnati to Louisville may be made *via* the *Louisville & Cincinnati Short-Line R. R.* (110 m. long), which runs through a fertile and pleasantly-undulating country, but offers no strikingly picturesque or noteworthy features. By far the pleasantest way, however, in summer, is to take a steamer down the Ohio, of which there are two or three daily. The distance is 132 m., and while the scenery is not so impressive as that on the upper portions of the river, it is both varied and attractive. The view from the steamer on leaving Cincinnati is remarkably fine. On the one hand is the densely-populated city, its rows of massive buildings rising tier above tier toward the hill-tops, which, crowned with villas and vineyards, form a semicircular background. On the opposite bank rise the beautiful Kentucky hills, their summits still crowned by the earthworks raised during the days of Cincinnati's threatened danger in the civil war; while at their feet nestle the twin cities of Covington and Newport. There are few towns of importance on the Ohio between Cincinnati and Louisville, and they are separated by long stretches of virgin woodland and plain. *North Bend* (17 m.) was the residence of William Henry Harrison, President of the United States, and his tomb, a modest brick

structure upon a beautiful knoll, is visible for several miles, both up and down the river. The *Great Miami River* (21 m.) is the boundary between Ohio and Indiana. *Lawrenceburg* (23 m.) and *Aurora* (27 m.) are flourishing towns in Indiana, which do a large shipping business. *Big-Bone Lick* (46 m.) is in Boone County, Ky., and derives its name from the fact that bones of the mastodon and the arctic elephant were formerly found scattered all over the surface of the ground in the neighborhood. *Carrollton* (75 m.) stands at the mouth of the Kentucky River, a navigable stream about 200 m. long, noted for its wild and picturesque scenery. *Madison* (87 m.) is one of the principal cities in Indiana, is beautifully situated and well built, and makes a handsome show from the river. The approach to Louisville is fine, affording a really imposing view of the city, and of Jeffersonville on the opposite bank. The river is here about 1 m. wide, and is crossed by one of the finest bridges in the United States, giving unbroken connection between the railway systems of the Northern and Southern States.

LOUISVILLE.

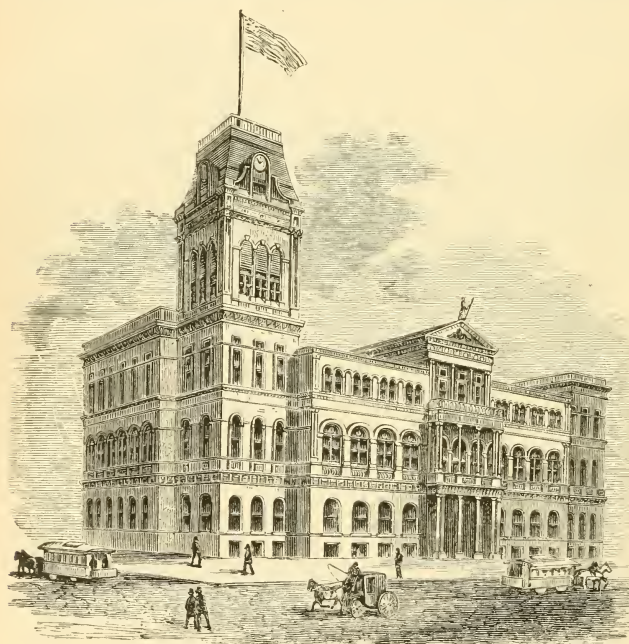
LOUISVILLE, the chief city of Kentucky, and one of the most important in the country, is situated at the Falls of the Ohio, where Bear-Grass Creek enters that river. Its site is one of peculiar excellence. The hills which line the river through the greater part of its course recede just above the city, and do not approach it again for more than 20 m., leaving an almost level plain about 6 m. wide, and elevated about 70 ft. above low-water mark. The Falls, which are quite picturesque, may be seen from the town. In high stages of the water they disappear almost entirely, and steamboats pass over them; but when the water is low, the whole width of the river has the appearance of a great many broken cascades of foam, making their way over the rapids. To obviate the obstruction to navigation caused by the falls, a canal, $2\frac{1}{2}$ m. long, has been cut around them, to a place called Shippingport. It was a work of vast labor, being for the greater part of its course cut through the solid rock, and cost nearly \$1,000,000. The city extends about 3 m. along the river and about 4 m. inland, embracing an area of 13 sq. m. It is regularly laid out, with wide, well-paved streets, and large squares, which are bisected each way by paved alleys, 20 ft. wide. The beauty of the residences is a notable feature of the city; most of them are set back from the street, leaving lawns in front, which are planted with flowers and shrubbery, and the streets are lined with shade-trees. The business portion is compactly built, and contains many fine edifices. *Main, Market, Jefferson, and Green*, are the principal streets in this section.

The first settlement of Louisville was made by 13 families, who accompanied Colonel George Rogers Clarke on his expedition down the Ohio in 1778. The situation was so exposed to Indian attacks that the settlers first established themselves on Corn Island, an island at the head of the falls, near the Kentucky shore, which has since disappeared. On the reception of the news of the capture of Vincennes by Colonel Clarke's forces, the colony removed to the mainland and built a station. The town was established in 1780, and called Louisville, in honor of Louis XVI. of France, whose troops were then aiding the Americans in their struggle for independence. It was incorporated as a city in 1828, when its population was about 10,000. In 1850 the population had increased to 43,194; in 1860 to 68,033; and in 1870 to 100,753. The trade of Louisville is immense, amounting in 1875 to upward of \$250,000,000. It is one of the largest leaf-tobacco markets in the world, the sales of this one article amounting to over \$5,000,000 annually. The trade in provisions aggregates from \$11,000,000 to \$15,000,000 annually; and the city is rapidly becoming one of the most important markets for live-stock in the country. Pork-packing is extensively carried on, and the sugar-curing of hams is a special feature of the business. The annual product of iron foots up \$5,000,000. Louisville is the great distributing market for the fine whiskeys made by the Kentucky distilleries. The manufacture of beer has also become a very important interest. Leather, cement, agricultural implements, furniture, and iron pipes for water and gas mains, are the other leading manufactures.

Hotels.—The *Galt House* (\$4.50 a day), a massive stone structure in the English style, has long been celebrated as one of the best hotels in the United States. The *Louisville Hotel* (\$4 a day), in Main St., is a commodious and well-kept house. The *National* and *United States Hotels* are centrally located. There are several second and third rate houses charging from \$2 to \$3 a day.

Depots, Ferries, and Modes of Conveyance.—The depot of the *Louisville & Cincinnati Short-Line R. R.* is a spacious structure in Jefferson St., between Brooks and Floyd. That of the *Louisville & Nashville R. R.* is at the corner of Broadway and 10th St. Of *Ferries* there are two to Jeffersonville, one from foot of First St. and the other from foot of Clay St; and one to New Albany from foot of Gravier St., at W. end of the city. The *horse-car* system is excellent, and affords easy access to all parts of the city (fare 6c.). *Carriages* are in waiting at the depots and steamboat-landings and in the vicinity of the hotels. Their charges are regulated by law, and are as follows: Per course within the city, 1 person 75 cts.; 2 persons \$1; per hour, \$1.50 for the first hour, and \$1 for each additional hour.

Public and Prominent Buildings.—The public buildings of Louisville are not fine architecturally, but are of a solid and substantial character. The **Court-House**, in Jefferson St., between 5th and 6th, is a large granite structure, with Doric portico and columns, and cost over \$1,000,000. The **City-Hall** is the most ambitious edifice



City-Hall.

in the city, and is much admired. It is of stone, in the Composite style, with a square clock-tower at one corner, and cost \$500,000. The Council-room is very fine. The *Custom-House*, which also contains the *Post-Office*, is a plain but substantial building, at the corner of Greene and 3d Sts. The *Masonic Temple*, corner 4th and Greene Sts., is a handsome structure, with tasteful interior decorations. The *Industrial Exposition Building*, located 3 m. E. of the city, is spacious and graceful

in design, and in summer, when the Exhibition is in progress, presents an attractive and characteristic spectacle. The new building of the *Courier-Journal*, cor. 4th and Greene Sts., is by far the handsomest in the city, and is one of the most completely appointed newspaper offices in America.

Theatres and Places of Amusement.—The old *Louisville Theatre*, one of the "institutions" of the city, is at the S. E. corner of 4th and Greene Sts. *Wood's Theatre*, also a popular place of resort, is at the corner of Jefferson and 4th Sts. *Temperance Hall*, in Market St., is used for concerts, lectures, fairs, etc. *Liederkrantz Hall*,

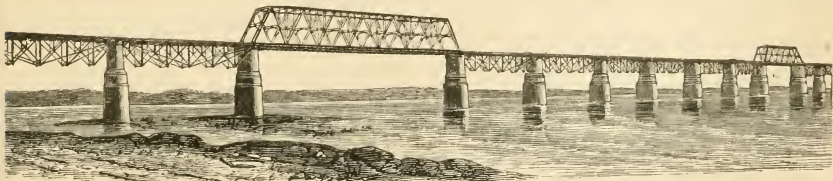
for musical entertainments, is a new and elegant building. *Elm-Tree Garden* is a popular suburban place of resort at the W. end, on the river at the foot of Bridge St.

Churches.—There are 95 churches in Louisville, of which the most noteworthy are the *Cathedral* (Roman Catholic), in Market St., cor. of 5th, a large and ornate structure, with lofty clock-tower and spire; *St. Paul's* (Episcopal), at the intersection of Walnut and 6th Sts.; and the *First Presbyterian Church*, opposite. The *First Baptist Church* is also an imposing edifice.

Libraries, Educational and Charitable Institutions, etc.—The new *Public Library* at present occupies a small building, but as soon as the drawings for the lottery-scheme, authorized by the State for its benefit, are completed, a new and handsome structure is to be erected for it. The library numbers 30,000 volumes, and connected with it is a museum and natural-history department, with 100,000 specimens. Louisville being the centre of one of the finest fossiliferous regions in the world, there are numerous private collections, containing many excellent specimens elsewhere rare. The library of the *Historical Society* contains many rare and valuable works relating to the settlement and early history of Kentucky. The *Louisville Library Association* has a library of 6,000 volumes, and a well-supplied reading-room. The *Louisville University Medical College* is a flourishing institution, and has one of the finest buildings in the city, at the corner of 9th and Chestnut Sts. The *Louisville Medical College* is another prosperous institution of learning, located in Green St., at the corner of 5th. The two *High-Schools* (male and female) are large and handsome brick structures. The *Colored Normal School*, dedicated in 1873, is probably the finest public-school edifice designed for the instruction of negroes in the country.

The *State Blind Asylum*, adjoining the Medical College in Chestnut St., is a massive and imposing structure, one of the finest of its kind in the Southwest. The *Alms-house* is a large building in the midst of ample grounds near the W. limits of the city (reached by Park St.). The *United States Marine Hospital* is a plain but spacious edifice in Preston St., between Madison and Chestnut. Other important charitable institutions are the *House of Refuge for Boys*, the *House of Refuge for Girls*, the *City Hospital*, the *Eruptive Hospital*, and the *St. Vincent Orphan Asylum* (Roman Catholic), in Jefferson St., near Wenzell.

Suburbs.—Strangers should visit *Cave Hill Cemetery*, if for nothing else, to see the monument of George D. Prentice, the poet, journalist, and politician, who lies there beside his son, Courtland Prentice, who was killed during the war while fighting on the Confederate side. The monument consists of a Grecian canopy, of marble, resting on four columns, with an urn in the centre, and on the top a lyre with a broken string. The cemetery is situated just E. of the city limits, and contains other noteworthy monuments. *Portland* is a pretty village on the river at the foot of the falls, 3 m. below Louisville. *Silver Creek*, 4 m. below the city, on the Indiana side, is a beautiful rocky stream, and a favorite fishing and picnic place for the citizens. It is reached by ferry from Portland. *Harrod's Creek*, 8 m. up the Ohio, affords a pleasant excursion. The *Lexington* and *Bardstown* turnpikes afford enjoyable drives through a picturesque and well-cultivated country. The road along the



Viaduct-Bridge at Louisville.

borders of Bear Grass Creek, in the direction of Lexington, is especially attractive. The fine forest vegetation, the park-like groves, the hemp-fields, and the blue-grass pastures, all help to beguile the eye in the Louisville drives and rambles. *Jeffersonville*, a flourishing town on the Indiana shore, opposite Louisville, and connected

with it by ferry and bridge, is situated on an elevation from which a fine view of Louisville may be obtained. The bridge across the Ohio at this point is 5,219 ft. long, divided into 25 spans, supported by 24 stone piers, and cost \$2,016,819. **New Albany**, opposite the W. end of Louisville, is a finely-situated and handsomely-built city of nearly 25,000 inhabitants, with wide and delightfully-shaded streets, fine churches and public buildings, and elegant private residences. "From the hills back of New Albany," says Mr. Edward King, "one may look down on the huge extent of Louisville, half-hidden beneath the foliage which surrounds so many of its houses; can note the steamers slowly winding about the bends in the Ohio, or carefully working their way up to the broad levees; can see the trains crawling like serpents over the high suspended bridge, and the church spires and towers gleaming under the mellow sunlight."

CHICAGO TO ST. LOUIS.

(Via Chicago & Alton R. R. Distance, 282 m. Time, 11 hrs.)

FROM Chicago (described on p. 89) this road runs S. W. through the rich prairies of Central Illinois, which roll off in gentle undulations as far as the eye can reach on either hand. The villages along the line are prosperous little places, but possess no general interest. The scenery is monotonous, and, since the country has become thickly settled, has lost the distinctive prairie character which is now only seen to perfection in the W. part of Iowa, and on the plains beyond the Missouri. **Joliet** (37 m.) is a prosperous and handsomely-built town on the Des Moines River, the site of the State Penitentiary, which is one of the finest in the United States, and of extensive quarries of a gray limestone, much used for building-purposes throughout the Northwest. **Bloomington** (126 m.) is one of the principal cities of the State, an important railway centre, and the seat of large shipping and manufacturing interests. The city contains about 15,000 inhabitants, and some fine churches, public buildings, etc. **Springfield** (185 m.), the capital of the State, is a large and handsome city on the edge of a beautiful prairie. It is regularly laid out, the streets are broad, and the houses well built. The new State Capitol, which occupies a square near the centre of the city, is considered a model of architectural beauty; and the Custom-House, Court-House, and State Arsenal, are fine buildings. In Ridge Cemetery, 2 m. N. of the city, stands the noble monument erected by the Lincoln Monument Association to the memory of President Lincoln. **Alton** (257 m.) stands upon a high limestone-bluff, overlooking the Mississippi River. It is a flourishing city of 10,000 inhabitants, and contains, among other handsome buildings, a large Roman Catholic cathedral. **East St. Louis** (281 m.) is on the river opposite St. Louis, and in entering the city the train crosses the magnificent bridge, which will be described farther on, and passes through a tunnel 4,194 ft. long.

ST. LOUIS.

(Besides the foregoing route, St. Louis may be reached from Cincinnati *via* the *Ohio & Mississippi R.* [349 m.]; or by steamer on the Ohio and Mississippi Rivers. The latter is a pleasant route in summer. St. Louis is reached from Louisville *via Louisville Branch* of the preceding road [394 m.]; or by steamer down the Ohio to Cairo, and thence by *St. Louis & Cairo R. R.*; or by steamer all the way on Ohio and Mississippi Rivers. From New York there are two "through routes" to St. Louis. The first is *via "Pan-handle Route"* [Pennsylvania Central and connecting railways], which has already been described as far as Piqua, Ohio [see p. 88]; total distance, 1,064 m.; time, 42 hrs.; fare, \$27. The second is *via Erie and Lake Shore Railways* to Cleveland [already described on p. 83], and thence *via Cleveland, Columbus & Indianapolis R. R.* and *Indianapolis & St. Louis R. R.* Total distance, 1,173 m.; time, about 46 hrs.; fare, \$27. From Baltimore, *via Baltimore & Ohio, Marietta & Cincinnati, and Ohio & Mississippi Railways*; distance, 973 m.; time, 44 hrs.; fare, \$23.)

ST. LOUIS is situated geographically almost in the centre of the great valley of the Mississippi, or basin of the continent, on the W. bank of the Mississippi River, 20 m. below the entrance of the Missouri, about 175 m. above the mouth of the Ohio, and 1,170 m. above New Orleans, in lat. 38° 37' N. and lon. 90° 15' W. The city is perched high above the surface of the river. It is built on three terraces,

the first rising gently from the river-bank for about 1 m. to 17th St., where the elevation is 150 ft. above the stream. The ground then gently declines, rises in a second terrace to 25th St., again falls, and subsequently rises in a third terrace to a height of 200 ft. at Côte Brillante or Wilson's Hill, 4 m. W. of the river. The surface here spreads out into a broad and beautiful plain. The corporate limits extend 11 m. along the river and about 3 m. back from it, embracing an area of nearly 21 sq. m. The densely-built portion is comprised in a district of about 6 m. along the river and 2 m. in width. The city is, for the most part, regularly laid out, the streets near the river running parallel with its curve, while farther back they are generally at right angles with those running W. from the river-bank. It is remarkably well built, stone and brick being the chief materials used, and the architecture being more substantial than showy.

In 1762 a grant was made by the Governor-General of Louisiana, then a French province, to Pierre Liguist Laclède and his partners, comprising the "Louisiana Fur Company," to establish trading-posts on the Mississippi; and on February 15, 1764, the principal one was established where the city now stands, and named St. Louis. In 1803 all the territory then known as Louisiana was ceded to the United States. In 1812 that portion lying N. of the 33d degree of latitude was organized as Missouri Territory. In 1822 St. Louis was incorporated as a city. The first census was taken in 1764, and the population was then 120. In 1811 it was only 1,400; in 1850 it had increased to 74,439; in 1860 to 160,773; and in 1870 to 310,864. In 1875 the local authorities estimated it at 490,000, which would make St. Louis the third city in the United States in population. As the natural commercial entrepot of the vast Mississippi Valley, the commerce of St. Louis is immense; the chief articles of receipt and shipment being breadstuffs, live-stock, provisions, cotton, lead (from the Missouri mines), hay, salt, wool, hides and pelts, lumber, tobacco, and groceries. There are, including those in East St. Louis, 6 grain elevators and warehouses, 5 establishments for storing and compressing cotton, and 2 stock-yards. In 1874 the receipts of grain amounted to 30,673,504 bushels, and the shipments to 24,417,411 bushels. St. Louis is the first city of the Union in the manufacture of flour. There were 24 mills in operation in 1874, which produced 1,573,202 barrels. The number of hogs packed during the season of 1873-'74 was 463,793. Vast as are its commercial interests, however, the prosperity of the city is chiefly due to its manufactures, in which it is surpassed only by New York and Philadelphia. The number of establishments in the county (mostly within the city limits) in 1870 was 4,579, employing 40,856 hands, and turning out products valued, in 1874, at nearly \$240,000,000.

Hotels, Restaurants, and Clubs.—The *Southern Hotel* (\$4.50 a day), which occupies the square bounded by Walnut and Elm and 4th and 5th Sts., is the largest and finest in the Mississippi Valley. It is built of Athens stone, closely resembling marble, in the Anglo-Italian style, and is six stories high. The *Planters' Hotel* is a very large and fine hotel, occupying the entire block in 4th St. between Pine and Chestnut. The *Lindell House* is a new, elegant, and sumptuously-furnished hotel. *Barnum's Hotel* is a large brick building at the cor. of Walnut and 2d Sts., near the river. The *Laclède Hotel* is a well-kept house centrally located at the cor. of 5th and Chestnut Sts. Other good houses, on a smaller scale, are the *Everett House*, *St. Nicholas*, *Olive St. Hotel*, and *Broadway Hotel*. The *Grand Central* in Pine St., between 4th and 5th, is on the European plan (rooms \$1 a day).

The most popular restaurant in the city for ladies and gentlemen is *French's*, at the cor. of 5th and Pine Sts., or No. 201 N. 5th St. *Porcher's*, 900 Olive St., is famous for its dinners and suppers and for the excellence of its wines. There is an excellent restaurant in connection with the *Southern Hotel*, No. 107 S. 4th St. Other good restaurants are *Sinclair & Beer's*, No. 910 Olive St.; *Garne's*, cor. 9th and Olive Sts.; *Cafferetta*, No. 101 N. 12th St.; *Lamon Pezotte*, No. 200 N. 5th St.; *Nicholas Cantine*, No. 408 Washington Ave.; and the *Hotel-Garni Restaurant*, cor. 4th and Elm Sts. The cookery and service of many of these restaurants are in genuine French style.

The *Germania Club* has a fine building at the cor. of 8th and Gratiot Sts., with

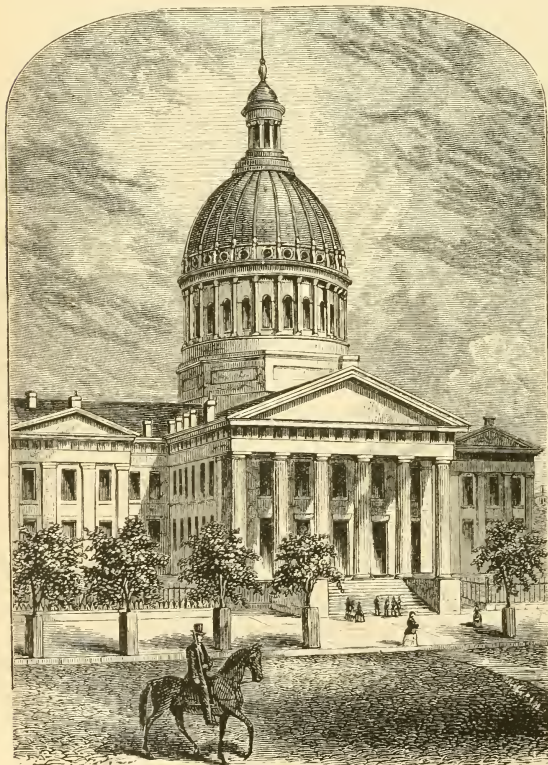
first-class restaurant, billiard-rooms and rooms for other games, and a spacious ball-room. The *University Club* has a large and elegantly-furnished building. The privileges of either of these may be obtained on introduction by a member. There are other club-houses of less note.

Railroad Depots.—The depot of the St. Louis, Kansas City & Northern R. R. is at the foot of Biddle St., 12 blocks N. of Market St. The depot of the Missouri Pacific, of the Atlantic & Pacific, and of the Kansas & Texas Railroads, is at the cor. of Poplar and 7th Sts., 6 blocks S. of Market St. The depot of the Iron Mountain R. R. is at the foot of Plum St., 7 blocks below Market. All roads entering the city from the N. and E., over the bridge, use the depot at 11th and Poplar Sts. Near here a new Union Depot on an immense scale is being constructed.

Modes of Conveyance.—*Horse-cars* traverse the city in every direction and render all parts easily accessible (fare 7c.; 5 tickets for 25c.). The cars on 4th and 5th Sts. run nearly the entire length of the city from N. to S.; those on Market, Pine, Olive, Locust, Washington Ave. and Franklin Ave., run E. and W. *Carriages* are in waiting at the depots and steamboat-landings, and at stands in different parts of the city. The rates established by law are: For conveying 1 or more persons a distance of 1 m. or less, \$1; more than 1 m. and less than 2 m., \$1.50, and 50c. for each additional mile. By the hour, \$2 for the first hour, and \$1.50 for each additional hour.

In case of disagreement as to distance or fare, call a policeman, or complain at the City Hall. *Ferries* to East St. Louis from foot of Spruce St. and from foot of Cary St.

Streets and Drives.—From the Levee, or river-front, the streets running N. and S. are numbered consecutively, beginning with Main or 1st St., 2d St., 3d St., etc. The notable exceptions to this are Carondelet Ave., which is a continuation of 4th and 5th Sts. southward; Broadway, a continuation of the same Sts. northward; and Jefferson Ave., corresponding in part with 29th St. Streets running E. and W. are named arbitrarily or from some historical association. The houses are numbered on the "Philadelphia system" (see PHILADELPHIA), all streets running parallel to the river being numbered N. and S. from Market St.; while on all streets running E. and W. the numbering begins at the Levee. *Front St.*, which is 100 ft. wide, extends along the levee, and is built up



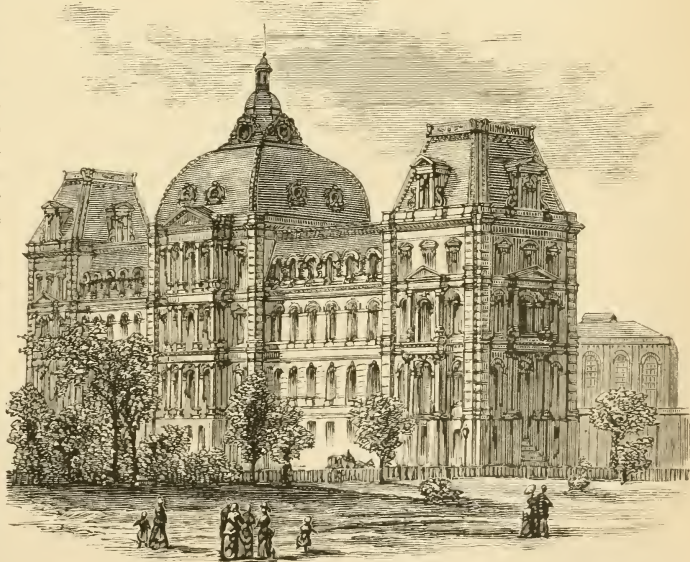
Court-House.

with massive stone warehouses. This street, with *Main* and *Second*, is the location of the principal wholesale trade. *Fourth St.* is the fashionable promenade, and

contains the leading retail stores. *Grand Ave.* is 12 m. long, running parallel with the river on the W. boundary of the city. *Washington Ave.* is one of the widest and handsomest in the city. The finest residences are on **Lucas Place**, in *Pine, Olive, and Locust Sts.*, in *Washington Ave.* W. of 27th St., and in *Chouteau Ave.* The favorite drives are through the parks and boulevards, to be described further on.

Public and Prominent Buildings.—The finest public building in the city, and one of the finest of its kind in the United States, is the **Court-House**, occupying the square bounded by 4th, 5th, Chestnut, and Market Sts. It is built of Genevieve limestone, in the form of a Greek cross, with a lofty iron dome surmounting its centre, and cost \$1,200,000. The fronts are adorned with beautiful porticoes, and from the cupola of the dome (which is accessible to all) there is a fine view of the city and its surroundings. The *City-Hall*, cor. Market and 10th Sts., is a plain brick structure occupying half a square. The **Four Courts** is a spacious and elegant limestone building, in Clark Ave. between 11th and 12th Sts., recently finished at a cost of \$1,000,000. In the rear is an iron jail, semicircular in form, and so constructed that all the cells are under the observation of a single watchman at once. (Strangers admitted on Mondays, Wednesdays, and Fridays, from 8 to 9 A. M., and 3 to 4 P. M.) The *Custom-House*, which also contains the *Post-Office*, is a large and substantial edifice of Missouri marble, at the cor. of 3d and Olive Sts. A new Custom-House and Post-Office is in course of construction at the cor. of Olive and 8th Sts. It will occupy an entire block, will be of Maine granite with rose-colored granite trimmings, will be three stories high, with a French roof and Louvre dome, and is estimated to cost \$5,000,000. The *U. S. Arsenal*, situated in the extreme S. limits of the city, immediately on the river, is a beautiful spot (reached by 5th St. cars). The *Merchants' Exchange*, in Main St. between Market and Walnut, is the great commercial mart of the city. The main hall, or "Exchange," is a fine room 102

by 81 ft. The sessions of the Exchange are from 11 A. M. to 1 P. M. Strangers are admitted to the floor on introduction by a member; the galleries are free to all. A new and magnificent Exchange is being erected in 3d St. between Pine and Chestnut. It is of gray limestone, and will cost \$1,000,000. The **Masonic Temple**, cor. Market and 7th Sts., is a very fine edi-



The "Four Courts."

fice, with richly-decorated interior. The new **St. Louis Life-Insurance Building**, cor. 6th and Locust Sts., is the most ornate and showy in the city. It is of rose-colored granite, in the Renaissance style, four stories high, with a massive cornice on the roof upon which are mythological figures in stone. From the roof (reached by elevator) a fine view is obtained. The *Republican Building*, cor. 3d and Chestnut,

is one of the most complete and elegant newspaper offices in the world. The *Union Market* occupies the square bounded by 5th, 6th, Greene, and Morgan Sts., and is well worth a visit. So is the *St. Louis Elevator*, on the Levee at the foot of Ashley St. It has a capacity of 2,000,000 bushels, and is one of the largest in the country. The *Levee* should also be visited.

Theatres and Places of Amusement.—The leading theatre is *De Bar's Opera-House*, in Pine St. between 3d and 4th; but there is no well-organized theatrical company in the city. The *Olympic Theatre*, in 5th between Walnut and Elm Sts., has a fine auditorium. The *Apollon Gardens* is a German theatre at the cor. of 4th and Poplar Sts., where the new and old operas may be heard throughout the season. The singing is usually very good, and between the acts the audience refreshes itself with beer and soda-water. The *Varieties Theatre*, in Market St. between 5th and 6th, is a favorite resort for gentlemen. There are numerous German beer-gardens, at the more aristocratic of which, such as *Uhlig's* and *Schneider's*, really fine music may be heard. Ladies and gentlemen resort to the gardens just as do the citizens of Berlin and Dresden.

Libraries, Art-Galleries, etc.—The **Mercantile Library** is a large and handsome brick building at the cor. of 5th and Locust Sts. The library and reading-room are in the 2d story, and both are free to strangers (open from 9 A. M. to 10 P. M.). The library numbers 43,000 volumes, and the hall contains paintings, coins, and statuary, among which may be mentioned Miss Hosmer's life-size statues of Beatrice Cenci and Enone; a bronze copy of the *Venus de Medicis*; marble busts of Thomas H. Benton and Robert Burns; and a sculptured slab from the ruins of Nineveh. The reading-room is elegantly fitted up and well supplied with newspapers and magazines. The *Public-School Library* is on the 2d floor of the Polytechnic Building, cor. Chestnut and 7th Sts. It contains 38,000 volumes and a good reading-room, both of which are open to the public (from 10 A. M. to 10 P. M.). *St. John's Circulating Library* numbers 27,000 volumes, and the *Law Library*, in the Court-House, 7,100. The *Academy of Science*, founded in 1856, has a large museum and a library of 3,000 volumes. The *Missouri Historical Society*, founded in 1865, has a large historical collection. Both the preceding have rooms in the Polytechnic Building (3d floor).

Churches.—The most imposing church edifice in the city is **Christ Church** (Episcopal), cor. 13th and Locust Sts. It is of stone, in cathedral-Gothic style, with stained-glass windows and lofty nave. The **Cathedral** (Roman Catholic), in Walnut St. between 2d and 3d, is an elegant edifice, with a front of polished freestone, ornamented by a Doric portico. It is surmounted by a lofty spire in which is a fine chime of bells. The *Church of the Messiah* (Unitarian), cor. Olive and 9th Sts., is a fine Gothic structure; and the *Second Presbyterian*, cor. 17th St. and Lucas Place, is another noble specimen of the Gothic style. *St. George's* (Episcopal), cor. Locust and 7th Sts., is an elegant building. The **First Presbyterian**, cor. 14th St. and Lucas Place, is a large and costly structure in the English-Gothic style, with richly-decorated interior, and a peculiarly graceful and elegant spire. The *Union Church* (Methodist), cor. 11th and Locust Sts., is a good model of an old Lombard church, believed to be the only structure of the kind in the country. The *Baptist Church*, cor. 6th and Locust Sts., is a brick structure of handsome design. The following are also notably fine buildings: the *Congregational Church*, in Locust St. between 10th and 11th Sts.; the *Lutheran Church*, cor. 8th and Walnut Sts.; and the *Presbyterian Churches*, cor. 11th and Pine, and 16th and Walnut Sts. The **Jewish Temple**, cor. 16th and Pine Sts., is one of the finest ecclesiastical structures in the city.

Educational and Charitable Institutions.—The *St. Louis University* (Jesuit), cor. 9th St. and Washington Ave., is the oldest educational institution in St. Louis, having been founded in 1829. It has a valuable museum, very complete philosophical and chemical apparatus, and a library of 17,000 volumes, among which are some rare specimens of early printing. In 1874-'75 it had 22 instructors and 353 students. **Washington University** is a large and substantial building, cor. Pine and 16th Sts. The university was organized in 1853, and is intended to embrace the whole range of university studies, except theological. Connected with it are the *Mary Institute*,

for the education of women; the *Polytechnic School*, which has an elegant building at the cor. of Chestnut and 7th Sts.; and the *St. Louis Law School*. In 1874-'75 there were 58 instructors connected with the different departments and 700 students. The *College of the Christian Brothers* (Roman Catholic), cor. 8th and Gratiot Sts., is a flourishing institution with about 400 students, and a library of 10,000 volumes. *Concordia College* (German Lutheran) was established in 1839, and has a library of 4,500 volumes. The public-school system of St. Louis is one of the best in the country, and the school-houses are exceptionally fine. The *High School*, cor. 15th and Olive Sts., is a beautiful building in the castellated Norman style. The Roman Catholics have about 100 parochial, private, and conventual schools.

The **County Insane Asylum**, on the Arsenal road, $4\frac{1}{2}$ m. from the Court-House, is an immense brick and stone structure, occupying about 40 acres of ground, beautifully laid out. On the premises is an artesian well, 3,843 ft. deep. The Asylum is open to visitors from 10 A. M. to 12 M., and from 2 to 5 P. M. The *Poor-House* and the *House of Industry* are just beyond, on the Arsenal road, and are spacious brick buildings. The *Workhouse* and the *House of Refuge* are 4 m. S. of the Court-House (reached, within $\frac{1}{2}$ m., by Carondelet Ave. cars). The *City Hospital*, cor. Lafayette Ave. and Linn St., is a handsome building, situated in the midst of pleasant grounds (reached by 4th St. cars; open to visitors from 2 to 3 P. M.). The *St. Louis Hospital*, cor. Spruce and 4th Sts., is conducted by the Sisters of Charity, and accommodates 400 patients. The *U. S. Marine Hospital* is in Carondelet Ave., 3 m. from the Court-House. The *Convent of the Good Shepherd*, for the reformation of fallen women, is at the cor. of Chestnut and 7th Sts. The *Deaf and Dumb Asylum* (Roman Catholic) is at the cor. of 26th St. and Christy Ave. St. Louis is famous for the number of its charitable institutions, of which we have found space to enumerate only a few.

Parks, Pleasure-Grounds, and Cemeteries.—The public squares and parks embrace in the aggregate about 2,000 acres. The most beautiful is **Lafayette Park**, which embraces about 30 acres in the S. portion of the city (reached by Chouteau Ave. cars running on 4th St.). It is for pedestrians only, is admirably laid out and adorned, and is surrounded by elegant residences. In it are a bronze statue of Senator Benton, by Harriet Hosmer, and a bronze statue of Washington. Band concerts are given here on Thursday afternoons in summer. *Missouri Park* is a pretty little park of 4 acres, at the foot of Lucas Place, the 5th Avenue of St. Louis. In the centre is a handsome fountain. *St. Louis Place* and *Hyde Park*, in the N. part of the city, are attractive places of resort, the former containing 16 and the latter 12 acres. *Washington Square* (16 acres) lies on 12th St. and Clarke Ave., and is tastefully improved. *Northern Park* (180 acres), on the bluffs in the N. portion, is noted for its fine trees. *Forest Park* contains 1,350 acres, and lies 4 m. W. of the Court-House. It is still mostly covered with primitive trees, and the Des Peres River meanders through it. *Lindell Boulevard* (194 ft. wide) and *Forest Park Boulevard* (150 ft. wide) extend from it toward the heart of the city. *Lindell Park* (60 acres), on the line of Forest Park Boulevard, is tastefully laid out and filled with native forest-trees. **Tower Grove Park**, embracing 277 acres, lies in the S. W. part of the city (reached by Gravois Railway line, from 4th and Pine Sts.). It is beautifully laid out, with green lawns and shrubbery, and offers the pleasantest drives of any park in the city.

Adjoining Tower Grove Park is **Shaw's Garden**, owned by Mr. Henry Shaw, who has opened it to the public, and intends it as a gift to the city. The garden contains 109 acres, and is divided into three sections. The Herbaceous and Flower Garden, embracing 10 acres, contains almost every flower that can be grown in this latitude; and there are several greenhouses, in which are thousands of exotic and tropical plants. In the Fruticetum, comprising 6 acres, are fruits of all kinds. The Arboretum is 25 acres in extent, and contains all kinds of ornamental and fruit trees that will grow in this climate. The Labyrinth is an intricate, hedge-bordered pathway, leading to a summer-house in the centre. A brick building near Mr. Shaw's residence contains a museum and botanical library. On Sundays the garden is open only to strangers, who may procure tickets at the leading hotels.

The **Fair-Grounds** of the St. Louis Agricultural and Mechanical Association embrace 85 acres, 3 m. N. W. from the Court-House, are handsomely laid out and ornamented, and contain extensive buildings. The Amphitheatre will seat 40,000 persons. "Fair-week," which is usually the first week in October, is the gala-season in St. Louis, and the stranger will be fortunate if he happens there at that time. The grounds are reached by cars on Franklin Ave. and 4th St.

Bellefontaine Cemetery, the most beautiful in the West, is situated in the N. part of the city, about $4\frac{1}{2}$ m. from the Court-House (reached by 5th St. cars). It embraces 350 acres, is tastefully decorated with trees and shrubbery, and contains some fine monuments. *Calvary Cemetery* lies a short distance N. of Bellefontaine, and is little inferior, either in size or beauty.

The Bridge and the Water-Works.—The great bridge across the Mississippi, from the foot of Washington St. to a corresponding point in East St. Louis, is regarded as one of the greatest triumphs of American engineering. It was designed by James B. Eads, and was begun in 1869 and completed in 1874. It consists of three spans resting on four piers. The piers are composed of granite and limestone, and rest on the bed-rock of the river, to which they were sunk through the sand from 90 to 120 ft. by the use of wrought-iron caissons and atmospheric pressure. The centre span is 520 ft. and the side ones are each 500 ft. in the clear; each of them is formed of four ribbed arches, made of cast-steel. The rise of the arches is 60 ft., sufficiently high to permit the passage of steamboats at all stages of the water. The bridge is built in two stories; the lower one containing a double car-track and the upper one two carriage-ways, two horse-car tracks, and two footways. It passes over a viaduct of five arches (27 ft. span each) into Washington Ave., where the lower roadway runs into a tunnel 4,800 ft. long, which passes under a large part of the city, terminating near 11th St. The total cost of bridge and tunnel was over



Arch of St. Louis Bridge.

\$10,000,000. The city *Water-Works* are situated at Bissell's Point, on the bank of the river, $3\frac{1}{2}$ m. N. of the Court-House (reached by 5th St. cars). The buildings are substantial, and the two-pumping-engines, each with a capacity of 17,000,000 gallons a day, are worth seeing. The engine-rooms are open to visitors at all times.

CHICAGO TO OMAHA.

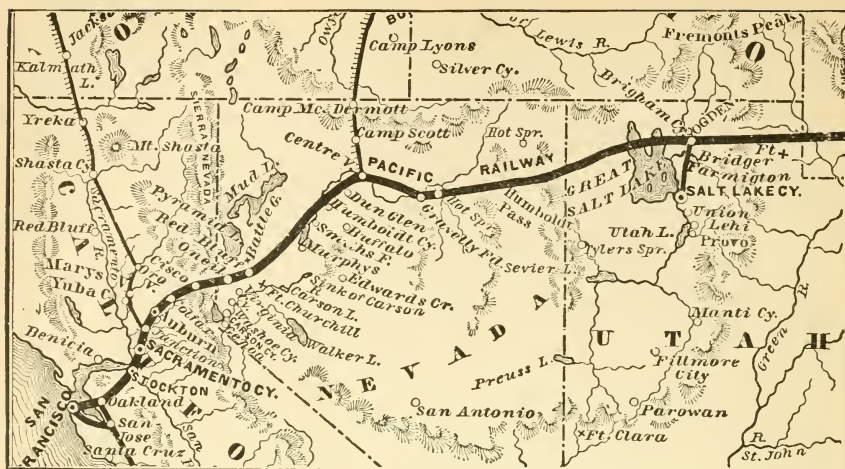
THE tourist has the choice of three routes in making the journey from Chicago to Omaha: 1, *via the Chicago & Northwestern R. R.* (492 m.); 2, *via Chicago, Rock Island & Pacific R. R.* (493 m.); 3, *via Chicago, Burlington & Quincy R. R.* (502 m.). The distance by all is about the same, and the country traversed is not materially different. Each line traverses, for the larger portion of the way, the great prairie-region of the West, which thirty years ago was almost uninhabited, save by the Indian and the trapper, but now teems with an industrious and thriving

population. Many of the villages and cities *en route* are attractive, and even picturesque, but few have anything which would prove interesting to the tourist. The most important places on the Chicago & Northwestern R. R. are *Fulton* (136 m.), the last station in Illinois, and the point where a splendid iron bridge, 4,100 ft. long, crosses the Mississippi River; *Cedar Rapids* (219 m.), an important railroad centre in Iowa; and *Council Bluffs* (488 m.), on the Missouri River, opposite Omaha. The approaches to Council Bluffs are striking, and the city itself is picturesquely situated at the foot of high and very precipitous bluffs. The principal points on the Chicago, Rock Island & Pacific R. R. are *Joliet* (40 m.), which has already been described (*see* p. 110); *Ottawa* (84 m.), a flourishing city of 8,000 inhabitants, situated on both sides of the Illinois River; *Moline* (179 m.), which possesses the most extensive water-power in the Northwest; *Rock Island City* (182 m.), from which several fine bridges span the Mississippi River to the island of Rock Island, an important United States military station, and to *Davenport*, on the Iowa side of the river, the largest city in Iowa; *Iowa City* (237 m.), beautifully situated on the bluffs of the Iowa River; and *Des Moines* (357 m.), the capital of Iowa, situated at the junction of the Des Moines and Raccoon Rivers, and containing a fine State-House and other public buildings, and a population of about 15,000. The chief points on the Chicago, Burlington & Quincy route are *Aurora* (38 m.), a flourishing manufacturing town on the Fox River; *Galesburg* (163 m.), noted as the seat of several colleges; and *Burlington* (207 m.), on the Mississippi River, and, next to Davenport and Dubuque, the largest city in Iowa. Omaha is reached from Council Bluffs by the magnificent iron bridge across the Missouri River, which cost \$1,000,000, and affords unbroken railway connection from ocean to ocean. The city is finely situated on an elevated plateau, and contains many handsome buildings. Its growth has been unprecedentedly rapid, as it dates from 1857, and in 1875 had 20,000 inhabitants. Fare by either of the above routes, \$16.

OMAHA TO SAN FRANCISCO.

(Via Union-Pacific and Central-Pacific Railways. Distance, 1,914 m. Time, 4½ days. Fare \$160.)

! This journey, by reason of its great length and the time which it takes, will be in many respects a new experience to the traveler, no matter how extended his previous journeyings may have been. It is more like a sea-voyage than the ordinary rushing from point to point by rail, and, as on a sea-voyage, you cease to care about time-tables and connections, and make yourself comfortable. Says Mr. Charles Nordhoff, whose "California, for Health, Pleasure, and Residence," will prove a useful companion for the journey: "Until you have undertaken this journey, you will never know how great a difference it makes to your comfort whether your train goes at the rate of 40 or at 22 miles an hour. This last is the pace of the iron horse between Omaha and San Francisco; and it is to the fierce and rapid rush of an Eastern lightning-express what a gentle and easy amble is to a rough and jolting trot. Certainly a lightning-express rushing through from Chicago to San Francisco would not carry any one, except an expressman, a second time. At 40 or 45 miles per hour, the country you pass through is a blur; one hardly sees between the telegraph-poles; pleasure and ease are alike out of the question; reading tires your eyes, writing is impossible, conversation impracticable, except at the auctioneer pitch, and the motion is wearing and tiresome. But, at 22 miles per hour, travel by rail is a different affair; and having unpacked your books, and unstrapped your wraps, in your Pullman or Central Pacific Palace-car, you may pursue all the sedentary avocations and amusements of a parlor at home; and as your housekeeping is done—and admirably done—for you by alert and experienced servants; as you may lie down at full length, or sit up, sleep or wake, at your choice; as your dinner is sure to be abundant, very tolerably cooked, and not hurried; as you are pretty certain to make acquaintances on the car; and as the country through which you pass is strange, and abounds in curious and interesting sights, and the air is fresh and exhilarating—you soon fall into the ways of the voyage; and if you are a tired busi-



ness-man, or a wearied housekeeper, your careless ease will be such a rest as certainly most busy and overworked Americans know how to enjoy."

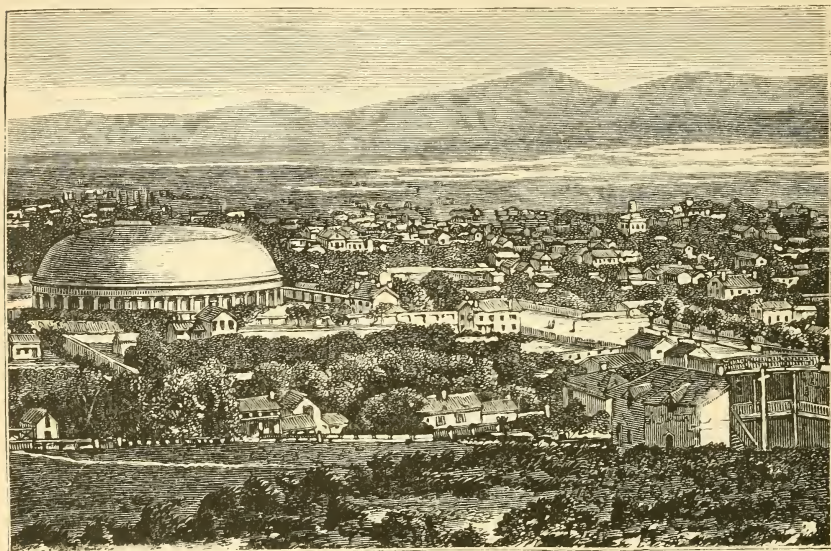
In order to secure the comfort thus described, it will be necessary to engage a berth in the Pullman Palace-cars to Ogden, and in the Silver Palace-cars beyond Ogden. The cost of these is \$8 from Omaha to Ogden, and \$6 from Ogden to San Francisco, in addition to the cost of the regular ticket; but no more fruitful outlay could be made. Attached to each train is an "observation-car," consisting of an open platform, from which the scenery can be seen to greater advantage than in the inclosed cars. Good eating-stations are placed at proper intervals, and the train stops long enough for a meal to be eaten with reasonable deliberation.

As there are 228 stations on the line, we cannot enumerate even the more important, and it will prove more useful to the traveler, perhaps, to direct his attention in a general way to the characteristic features of the different sections of the route. During the first day out from Omaha, the road traverses vast prairies, which the tourist now sees for the first time in something like their primitive nakedness and solitude. Settlements and farms are still seen, but, unlike those in the more populous States east of the Mississippi, they appear to be swallowed up in the immensity of the interminable levels which roll off to the horizon like the sea. On the left is the Platte River, through whose valley, entered at *Elkhorn* (29 m.), the road runs for nearly 400 m. *North Platte* (291 m.) is the principal town on this section of the line, and contains a fine hotel, round-house, and machine-shop, belonging to the railway company. Shortly beyond, the rich farming-lands of Nebraska are left behind, and the road enters a vast grazing country, which extends to the base of the Rocky Mountains, and is covered summer and winter with nutritious grasses. Herds of antelope are seen feeding quietly on the verdurous slopes, villages of prairie-dogs break the monotony of the level, and occasionally a glimpse is obtained of buffaloes. *Sidney* (414 m.) is the largest place between North Platte and Cheyenne, and is quite a prosperous village, with round-house, repair-shops, hotel, and eating-house. Just before reaching *Archer* (508 m.), the first glimpse is obtained of the Rocky Mountains, whose snow-clad tops are at first mistaken for clouds. Long's Peak, 14,000 ft. high, soon becomes plainly visible, and the Spanish Peaks are in the dim distance; while away to the N., as far as the eye can reach, the dark line of the Black Hills leans against the horizon. *Cheyenne* (516 m.) is one of the largest towns on the entire road, though settled only in 1867. It now has a population of 2,500, is the point of junction with the Denver Pacific Railway, and has an extensive round-house and shops. A few miles beyond Cheyenne, the ascent of the Rocky



Mountains is begun, and for 30 m. the road climbs rugged granite hills, winding in and out of interminable snow-sheds. *Sherman* (549 m.) is the highest railroad station in the world (8,235 ft.) and affords grand views. Here commences the descent to the Laramie Plains, a vast wilderness which for the next 200 m. the road traverses. Nothing flourishes on these alkaline uplands but sage-brush, while jackass-rabbits, and horned toads with genuine tails, are almost the only specimens of animal life to be seen. *Creston* (737 m.) is the dividing ridge of the continent, from which waters flow each way, E. to the Atlantic, and W. to the Pacific. At *Green River Station* (845 m.) the train emerges from the desolate plains, and enters a mountain-region, which affords some fine views. Utah Territory is entered at *Granger* (876 m.). Within this region, between Green River and Salt Lake Valley, we pass through five tunnels, aggregating nearly 2,000 ft., and cut through solid rock, which never crumbles, and consequently does not require to be arched with brick. *Castle Rock* (975 m.) is a station at the head of Echo Cañon, and we then enter a region whose grand and beautiful scenery has been often described. *Echo Cañon* and *Weber Cañon* are two of the most magnificent sights on the whole Pacific route, and the tourist will be fortunate if he passes them by daylight. The road winds through all the devious turns of these cañons, while rock-ribbed mountains, bare of foliage, except a stunted pine, and snow-capped, rise to an awful height on either hand. Emerging from these grim battlements of rock, we catch the first view of Salt Lake Valley, and soon reach *Ogden* (1,032 m.). This is the point of junction between the Union and Central Pacific Railways, and of the Utah Central Railway, which extends to Salt Lake City, 32 m. distant. Leaving Ogden, the road skirts the N. shore of the Great Salt Lake, while the Mormon city lies near the S. end of it. The lake is 126 m. long and 45 m. wide, as quiet and placid amid its mountain-barriers as the water in a basin. *Promontory Point* (1,084 m.) is interesting as the spot where the two companies building the Pacific Railways joined their tracks on May 10, 1869. Beyond this the road enters upon an extended plateau, about 60 m. long and of the same width, known as the *Great American Desert*. Its whole surface is covered with a sapless weed 5 or 6 inches high, and never grows any green thing that could sustain animal life. The only living things found upon it are lizards and jackass-rabbits; and the only landscape feature is dry, brown, and bare mountains. At *Toano* (1,214 m.) the Humboldt Valley, a comparatively fertile region, is entered; here commences a long descending grade which extends to the Sierra Nevada Mountains. *Elko* (1,307 m.) is the most important station on this portion of the line, and is the shipping-point for the famous White Pine mining district of Nevada. At

Wadsworth (1,587 m.) the ascent of the Sierra Nevadas is begun. The wearying sight of plains covered with alkali and sage-brush is exchanged for picturesque views of mountain-slopes, adorned with branching pine-trees, and diversified with foaming



Salt Lake City.

torrents. The ascent soon becomes so steep that two locomotives are required to draw the train. At short intervals there are strong wooden snow-sheds, erected to guard the line against destruction by snow-slides. These sheds, which are very much like tunnels, interrupt the views of some of the most romantic scenery on the line. *Truckee* (1,656 m.) is the first important station in California. Excursionists for Donner Lake and Lake Tahoe leave the railroad here. *Summit Station* (1,671 m.) is the highest point on the Central Pacific road (7,042 ft.), and the scenery around the station is indescribably beautiful and impressive. "A grander or more exhilarating ride than that from Summit to Colfax," says Mr. Nordhoff, "you cannot find in the world. The scenery is various, novel, magnificent. You sit in an open car at the end of the train, and the roar of the wind, the rush and vehement impetus of the train, and the whirl around curves, past the edge of deep chasms, among forests of magnificent trees, fill you with excitement, wonder, and delight. . . . The entrance to California is as wonderful and charming as though it were the gate to a veritable fairy-land. All its sights are peculiar and striking: as you pass down from Summit the very color of the soil seems different from and richer than that you are accustomed to at home; the farmhouses, with their broad piazzas, speak of a summer climate; the flowers, brilliant at the roadside, are new to Eastern eyes; and at every turn of the road new surprises await you." *Sacramento* (1,775 m.) is the capital of California, and is the second city of the State in size. It is situated at the head of navigation on the Sacramento River, is an important railroad and manufacturing centre, and contains 24,000 inhabitants. The State Capitol here is one of the finest public buildings in the United States.

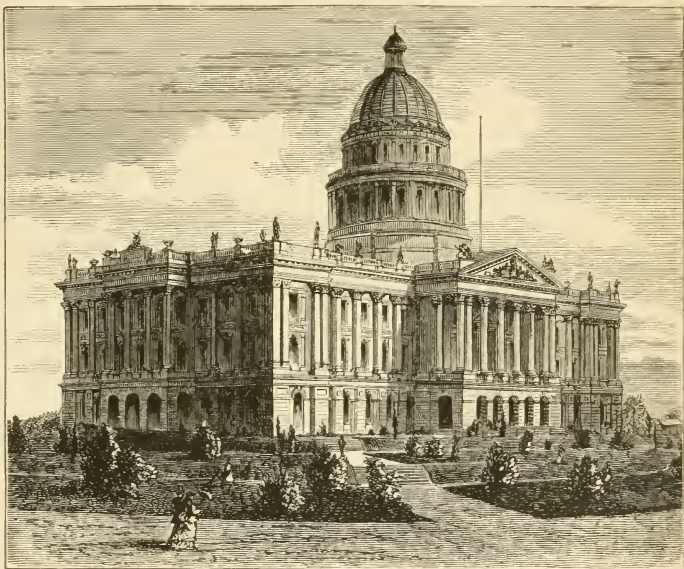
The journey from Sacramento to San Francisco is very pleasant, but without special interest, being for the most part through the highly-cultivated valleys of the Sacramento and San Joaquin. *Stockton* (1,823 m.) is the third city of California in size, contains 12,000 inhabitants, and is situated at the head of tide-navigation on the San Joaquin River. *Oakland* (1,910 m.) is a beautiful city of 12,000 inhabitants,

on the E. shore of San Francisco Bay, almost directly opposite San Francisco itself. The train passes through the city to Oakland Point, where the company has built an immense pier $2\frac{1}{4}$ m. into the bay. From this pier (which is well worth notice) a ferry-boat conveys the passengers and freight to San Francisco, 3 m. distant.

SAN FRANCISCO.

SAN FRANCISCO, the chief city of California, and commercial metropolis of the Pacific coast, is situated at the N. end of a peninsula which is 30 m. long and 6 m. across at the city, and separates San Francisco Bay from the Pacific Ocean, in lat. $37^{\circ} 46' N.$ and lon. $122^{\circ} 46' W.$ The city stands on the E. or inner slope of the peninsula and at the base of high hills. In 1846 these hills were steep and cut up by numerous gullies, and the low ground at their base was narrow, save in what is now the S. part of the city, where there was a succession of ridges of loose, barren sand, im-

passable for loaded wagons. The sand-ridges have been leveled, the gullies and hollows filled up, and the hills cut down; and where large ships rode at anchor in 1849 there are now paved streets. The greater part of the peninsula is hilly, bare of trees, and unfit for cultivation; and there is but one road lead-



State Capitol of California, at Sacramento.

ing out of the city. The business streets are built up densely, but beyond that the houses are scattered at considerable intervals, and the settled part of the city may be said to cover an area of 9 sq. m. In the N. E. corner of the city is Telegraph Hill, 294 ft. high; in the S. E. corner Rincon Hill, 120 ft. high; and on the W. side Russian Hill, 360 ft. high. The densely-populated quarters are in the amphitheatre formed by the three hills. The city is regularly laid out, though not on a uniform plan; the streets are broad and cross each other at right angles. The busiest streets are paved with Belgian blocks or cobble-stones, and most of the residence streets are planked.

The history of San Francisco is interesting on account of the rapid growth of the place. The first house was built in 1835, when the village was called Yerba Buena, which in Spanish means "good herb," so named from a medicinal plant growing in abundance in the vicinity. In 1847 this was changed to San Francisco, and in 1848, the year that gold was first discovered in California by the white settlers, the population had increased to 1,000. The influx from the East then commenced, and in December, 1850, the population was about 25,000. In 1860 it was 56,802; in 1870

149,473; and in February, 1875, the number was estimated by local authorities at 230,000. The city was incorporated in 1850, and the city and county were consolidated in 1856. In 1851 and 1856, in consequence of bad municipal government and corrupt administration of the criminal laws, the people organized Vigilance Committees, and summarily executed several criminals and banished others. This rough but wholesome discipline had its effect, and the city is now one of the most orderly in the country. The commerce of San Francisco is very large, the chief articles of export being the precious metals, breadstuffs, wines, and wool; and of import, lumber, coal, coffee, tea, rice, and sugar. In 1874 the number of sea-going vessels that arrived was 4,204, and during the same period \$30,000,000 of treasure was exported. The manufactures are important, including woolen and silk mills, and manufactories of watches, carriages, boots, furniture, candles, acids, wire-work, castings of iron and brass, and silver-ware.

Hotels, Restaurants, and Clubs.—The *Palace Hotel*, the largest building of its kind in the world and the most complete in its appointments, is 275 by 350 ft. on the ground, nine stories high, can accommodate 1,200 guests, and cost with land and furniture \$3,250,000. The *Grand Hotel*, cor. Market and New Montgomery Sts., is a large and well-kept house (\$3 a day). Other first-class hotels are: the *Occidental* (\$3 a day), in Montgomery St., extending from Bush to Sutter; the *Lick House* (\$3 a day), in Montgomery St. between Post and Sutter; and the *Cosmopolitan* (\$3 a day), cor. Bush and Sansome Sts. The *Russ House* (\$2.50 a day) is an old-established hotel, cor. Montgomery and Bush Sts. Good accommodations at from \$1.75 to \$2.50 a day can be obtained at the *American Exchange*, 319 Sansome St.; the *Brooklyn Hotel*, 210 Bush St.; and the *International Hotel*, 532 Jackson St. There are many cheap lodging-houses where comfortable rooms may be had at from 25 to 50 cts. per night; the most frequented of these is the *What Cheer*, in Sacramento St., formerly the best hotel in the city.

Restaurants are a peculiar feature of San Francisco, and no other city in the United States can compare with it in this respect. Restaurants, chop-houses, *rôtisseries*, abound in every quarter. A great many are first class, and so nearly on a par that it is difficult to make a selection. Chop-houses and *rôtisseries* differ from restaurants, in that the cooking-furnaces are arranged on one side of the room, and each person can select the raw food and have it cooked right before his eyes. There are also numerous *table-d'hôtes*, where, by paying from 50 cts to \$1, one can sit at the table and call for anything he likes, provided it is on the bill of fare, including wines. *Martin's*, in Commercial St. near Montgomery, is noted for its excellent suppers.

The *Union Club* has an elegant building at the cor. of Montgomery and California Sts. The stone of which it is constructed was quarried and cut in China. The *Olympic Club* has extensive and handsomely-furnished rooms at 35 Sutter St. The *San Francisco Verein*, 428 Pine St., has a library of 6,000 volumes and a well-supplied reading-room. The *Pacific Turner Bund*, for the cultivation of gymnastic exercises, has rooms at Turnverein Hall, in O'Farrell St. between Mason and Taylor. Introduction by a member secures the privileges of these clubs.

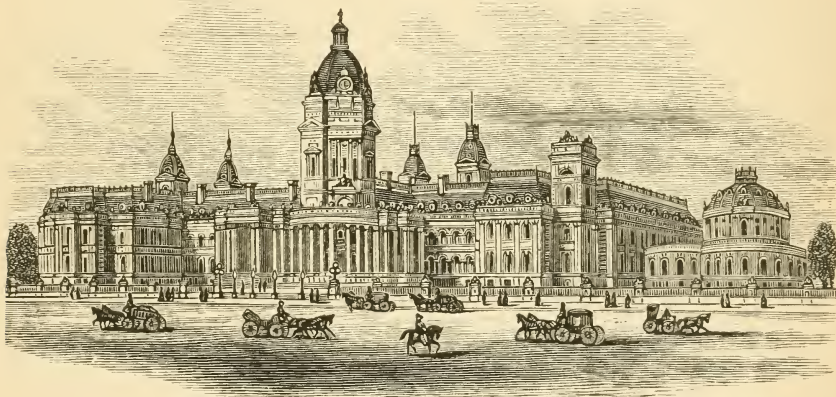
Depots and Modes of Conveyance.—The only railroad terminating within the city limits is the Southern Pacific. The Central Pacific terminates at Oakland, on the E. side of San Francisco Bay (reached by ferry from foot of Pacific St.); and the California, Pacific, and San Francisco & North Pacific lines terminate on San Pablo Bay, N. of the city (reached by ferry). *Horse-cars* intersect the city in every direction, and render all points easily accessible. There are also *omnibuses* to different suburban points. *Carriages* are in waiting at the steamer-landings and at various stands in the city.

Ferries to Oakland and San Antonio from foot of Pacific St.; to Alameda from foot of Davis St.; to Contra Costa from foot of Vallejo St.; to San Quentin from foot of Broadway; and to Saucelito from Meigs's Wharf.

Streets and Drives.—The leading thoroughfare and most fashionable promenade is *Montgomery St.*, which is broad and lined with handsome buildings. At its N. end it extends to the top of a hill, which is so precipitous that carriages cannot ascend

it. A flight of steps enables pedestrians to mount with comparative ease; and from the top there is a fine view over the city and bay. *Kearney St.* and *Market St.* are also fashionable promenades, and contain some of the principal retail shops. In *California St.* the principal banks and brokers' and insurance offices are located. The importers and jobbers are in *Front*, *Sansome*, and *Battery Sts.* The handsomest private residences are in Van Ness Ave., Pine St. Hill, and Taylor, Bush, Sutter, Post, Geary, and O'Farrell Sts. The "Chinese Quarter" comprises portions of Sacramento, Commercial, Dupont, Pacific, and Jackson Sts.—The favorite drive is to the *Cliff House*, which is situated on the edge of the cliffs on the S. side of the entrance to the Golden Gate (7 m. from the city). A fine, broad, macadamized road leads to it, which is watered in dusty weather, and is as smooth and well kept as a race-course. The *Cliff House* is described further on. The road passes beyond the hotel to a broad, beautiful beach several miles long, over which at low tide one can drive to the *Ocean House* at its extreme end, and return to the city by a road behind the Mission hills. Another popular drive is to *Hunter's Point*, $4\frac{1}{2}$ m. S. E. from the City Hall.

Public and Prominent Buildings.—A stranger's first impression of San Francisco is that there are no public buildings, though the new *City Hall*, in process of erection



City Hall, San Francisco.

in Yerba Buena Park, bounded by Market, MacAllister, and Larkin Sts., will be a fine structure, surpassed by few in the United States. The old *City Hall*, of stuccoed brick, two stories high, stands in Kearney St., between Washington and Merchant (opposite the Plaza). The *Custom-House*, which also contains the *Post-Office*, is a plain but substantial building at the cor. of Battery and Washington Sts. The *U. S. Branch Mint* is on the upper floors of a rather shabby old building in Commercial St., near Montgomery, and is well worth a visit (visitors admitted from 9 A. M. to 12 M.). At this establishment is made two-thirds of all the gold and silver coin manufactured in the United States. A new and massive building for the mint is going up at the cor. of Mission and 5th Sts. It will be of stone, in the Doric-Ionic style, and will cost \$1,500,000. The *U. S. Treasury* is located at 428 Montgomery St. (office-hours from 9 A. M. to 3 P. M.). The *Hall of Records*, cor. Kearney and Washington Sts., occupies the old "El Dorado," the famous gambling-hell of early San Francisco. The *Merchants' Exchange*, on the S. side of California St., between Montgomery and Sansome, is one of the most elegant and spacious buildings in the city. The Exchange is a splendid room in the first story, with lofty ceiling, and is well supplied with the leading papers and magazines, home and foreign. In the tower over the building is a fine clock. The most notable commercial buildings,

besides the hotels, are those of the *Bank of California*, the *Nevada Bank*, and the *Safe-Deposit Bank*, all in California St.

Theatres and Places of Amusement.—The *California Theatre*, in Bush St., near Kearney, is one of the finest buildings in the city. It is devoted to legitimate drama and star performances. The *Grand Opera-House*, in Washington St., near Montgomery, is also a handsome building. The performances are mostly *opéra bouffe* and burlesques. The *Metropolitan Theatre*, in Montgomery St., between Washington and Jackson, is one of the oldest on the coast, and has a large and fine auditorium. The *Bella Union Theatre* is in Kearney St., near Washington. The *Alhambra Theatre*, in Bush St., between Montgomery and Kearney, is devoted to varieties and negro minstrelsy. *Woodward's Gardens*, in Mission St., between 13th and 14th Sts., is the Barnum's of San Francisco. It contains a Museum of Curiosities, an Art-Gallery, and a Menagerie; and the grounds are tastefully laid out. The *City Gardens*, in Folsom St., between 12th and 13th, are a popular resort. There are two *Chinese Theatres*, one on the E. side of Dupont St., between Clay and Washington; the other on the N. side of Jackson St., between Kearney and Dupont. No stranger in San Francisco should fail to visit one of these (see "Chinese Quarter"). The *Race-course* is near Hunter's Point, 5 m. S. of the City Hall.

Libraries, Art-Galleries, etc.—The building of the *Mercantile Library Association*, in Bush St., between Montgomery and Sansome, is large and fine, of brick with brown-stone trimmings, 4 stories high. The rooms are spacious, well-arranged, and elegantly furnished. The library contains 40,000 volumes, and there are several reading-rooms, chess-rooms, and a gallery of pictures and statuary. The *Odd-Fellows' Library*, in Odd-Fellows' Hall, 325 and 327 Montgomery St., numbers 25,000 volumes, and has an excellent reading-room attached. The *Mechanics' Institute Library* occupies a substantial building in Post St., between Montgomery and Kearney. It contains 30,000 volumes, and has a well-supplied reading-room. The *Law Library*, in Montgomery Block, contains over 15,000 volumes. The *Society of California Pioneers*, in Pioneer Hall (Montgomery St., near Jackson), has a good library and reading-room, together with a collection of many interesting relics of early times. The *Academy of Sciences* has rooms in the Mechanics' Institute building.

Churches.—The largest and finest church-edifice on the Pacific Coast is *St. Patrick's* (Roman Catholic), in Mission St., between 3d and 4th. It is of brick, 160 by 90 ft., with a spire 240 ft. high. *St. Mary's Cathedral* (Roman Catholic), cor. California and Dupont Sts., is a noble building in the Gothic style, with a spire 200 ft. high. *St. Francis's* (Roman Catholic), in Vallejo St., between Dupont and Stockton, is a large brick structure, in the Gothic style, with four towers, each 90 ft. high. *St. Joseph's* (Roman Catholic), in 10th St., between Folsom and Howard, is in the cruciform Gothic style, with richly-decorated interior. *Grace Church* (Episcopal), cor. California and Stockton Sts., is a stately stone building with stained-glass windows. *Trinity Church* (Episcopal), cor. Post and Powell Sts., has a lofty tower and spire, and a fine interior. The *Calvary Presbyterian*, cor. Geary and Powell Sts., is a large and costly edifice, in the Composite style, with 10 small towers rising above the roof. The *First Unitarian* (Horatio Stebbins, pastor), in Geary St., between Dupont and Stockton, is one of the finest churches in the city, remarkable for the purity of its architectural design, and the elegance of its interior finish. The *First Methodist*, in Powell St., between Washington and Jackson, was founded in 1849, and is the oldest of the denomination in the city. The *First Baptist* is in Washington St., between Dupont and Stockton; the *Columbia Square Baptist*, in Russ St., between Howard and Folsom; and the *First Congregational*, cor. California and Dupont Sts. The Jewish synagogue of *Emanu-El*, in Sutter St., between Stockton and Powell, is a large, elegant, and substantial structure, with 2 lofty towers, and richly-decorated interior. That of the *Sherith-Israel*, cor. Post and Taylor Sts., is an imposing structure; the lofty ceiling, arched and frescoed in imitation of the sky at night, is much admired. The *Chinese Mission House*, cor. Stockton and Sacramento Sts., will prove interesting to strangers.

Educational and Charitable Institutions.—The most important educational institution

in or near San Francisco is the *University of California*, which has handsome buildings at Berkeley, 4 m. N. of Oakland. In the city is an excellent *School of Design*, two Medical Colleges, and three Academies. The public schools accommodate 30,000 pupils in regular attendance. Among the charitable institutions the principal are the *United States Marine Hospital*, an extensive building on a commanding eminence at the cor. of Mission and 15th Sts.; the *City Hospital*, cor. Stockton and Francisco Sts.; *St. Mary's Hospital* (Roman Catholic), cor. Bryant and 1st Sts.; the *State Woman's Hospital*, 21 Hawthorne St.; the *Alms-house*, on the San Miguel Road, in the suburbs; the Protestant *Orphan Asylum*, in Laguna St., near Haight; and the *Roman Catholic Orphan Asylum*, in Market St., near 3d. The *Alameda Park Asylum for the Insane* is situated on the Encinal, Alameda. The fine building of the *State Asylum for the Deaf, Dumb, and Blind*, near Oakland, was burned in 1875.

Parks, Public Squares, and Cemeteries.—The parks of San Francisco are in the future, though a commencement has been made with the *Golden Gate Park*, S. of the city, which contains 1,043 acres, and is now being beautified. *Portsmouth Square*, commonly called the *Plaza* (W. side Kearney St. from Washington to Clay Sts.), is inclosed with a handsome iron railing, is tastefully laid out with gravel-walks, trees, shrubs, and grass-plats, and has a fountain in the centre. There are a number of other public squares in different parts of the city, but none of them have been much improved. Across the bay at Alameda, Oakland, and Sausalito, are some large and beautiful public gardens. **Lone Mountain Cemetery** is in many respects unsurpassed. It lies $2\frac{1}{2}$ m. W. of the principal hotels (reached by horse-cars). Within the inclosure of the cemetery is a singular mountain, of conical shape, which rises up singly and alone to a considerable height above the surrounding country, which is tolerably level. On its summit is a large wooden cross; and both mountain and cross are very conspicuous, and may be seen from almost any part of the city. There are several fine monuments in the cemetery, that of Senator Broderick and Ralston's (modeled after the Pantheon at Rome) being especially noteworthy; but the great feature is Lone Mountain, with its unrivaled outlook, embracing views of the city, bay, ocean, Mount Diablo, and the Coast Range. There are several other cemeteries in the immediate vicinity of Lone Mountain, chief among which is *Laurel Hill*.

The "Chinese Quarter."—There are about 20,000 Chinese in San Francisco, and their "quarter" has already been defined as comprising portions of Sacramento, Commercial, Dupont, Pacific, and Jackson Sts. Here they hold undisputed possession of several blocks, and the houses are crammed from sub-cellar to attic. No stranger in San Francisco, who has leisure, should fail to visit one of the two *Chinese Theatres*. He will find the entire audience, even the ladies, who have a compartment to themselves, smoking either tobacco or opium, and the performance is carried on amid the clashing of cymbals, the beating of drums and gongs, the blowing of trumpets, and other kinds of noise. The stage is about 10 ft. high, and covered on all sides with dirty, faded red-and-yellow paper and black Chinese letters. Faded gilt stripes are here and there observable; pieces of tin, like sardine-boxes, piled on top of each other, are nailed to the walls; wings, tails, and heads of birds are hung up with old tin pans, broken chairs, legless tables, dirty coats, hats, and pants, rusty swords, broomsticks burned black for spears, peacock-feathers, red and yellow stripes of muslin, old boots and shoes, wooden animals painted every color but the natural, junks with sails set, armies marching, and bulls fighting. The orchestra sit on the stage and smoke all the time; and the performance does not commence until they have worn themselves out with making noise. Several fellows, clad in green, red, and yellow costumes, with long feathers sticking out from the backs of their necks, wings on their shoulders, and large masks in imitation of bulls, horses, and other animals, then begin strutting about and shouting to each other; and that is the play. A visit to the *Gambling-houses* and *Opium-cellars* will repay the curious tourist; but it had better be made in company with a policeman. The Chinese are probably the most inveterate gamblers in the world, and they all gamble. In a cellar, greasy and dirty and filled with smoke, eighty or a hundred

will be found sitting around tables betting. Their mode of gambling is simple: some one throws a handful of copper-coins on the table and after putting up stakes they bet whether the number of coins is odd or even; then they count them and declare the result. Often in a single night they will gamble away several months' earnings. The opium-cellars are fitted up with benches or shelves, on each of which will be found a couple of Chinamen lying on the boards with a wooden box for a pillow. They smoke in pairs: while one smokes and prepares the opium, the other is dozing in a half-drunken sleep. There are three *Temples*, and at all times the visitor will find them open and any number of joss-sticks smoking in front of the favorite gods.

Suburbs.—The point of chief interest in the vicinity of San Francisco is the **Cliff House**, a low, rambling building, set on the edge of some cliffs rising sharply from the ocean and facing west. It is 6 m. from the city, and is reached by the Point Lobos Road, a fine, admirably-kept boulevard, on which riders and vehicles of every description are met, especially Saturday afternoon, the half-holiday of business men. The restaurant attached to the house is famous for its excellence, and it is a delightful experience to drive down in the early morning, before the summer northers begin to blow, and breakfast there. *Seal Rock* is close by the hotel, and the greatest charm of the place is to lounge on the wide, shady piazza and watch the seals basking in the sun or wriggling over the rocks, barking so noisily as to be heard above the roar of the breakers. Northward lies the *Golden Gate*, the beautiful entrance to San Francisco Bay. Southward is the beach, upon which the waves beat ceaselessly, and beyond, a rocky shore whose outlines melt in the blue distance. In front is the vast Pacific ocean, on whose distant horizon on a clear day the peaks of the *Farallone Islands* are visible. At *Hunter's Point*, $4\frac{1}{2}$ m. S. E. of the City Hall, is a Dry Dock, cut out of the solid rock, and said to be one of the finest in the world. The drive to it is across an arm of the bay, and affords varied and pleasant views. The *Mission Dolores*, the old mission of San Francisco, lies $3\frac{1}{2}$ m. S. W. of the city (reached by Market St. cars and also by omnibus). It is an adobe building of the old Spanish style, built in 1778. Adjoining it is the cemetery, with its well-worn paths and fantastic monuments. *Alameda*, *Sausalito*, and *Oakland*, across the Bay (reached by ferry), are beautiful towns with fine public gardens.

WASHINGTON TO RICHMOND.—ROUTE I.

(Via Baltimore & Potomac R. R. Distance, 116 m. Time, 5 hrs. Fare, about \$5.)

THE train leaves the depot in Washington at the cor. of 6th and B. Sts., crosses the Long Bridge into Virginia, and runs down parallel with the Potomac to *Alexandria*, which is described on p. 50. Here the road leaves the Potomac and runs S. E. across a broken and rather desolate-looking country to *Fredericksburg* (55 m.), a quaint and venerable old town on the S. shore of the Rappahannock River. *Fredericksburg* was founded in 1727, and is notable as the scene of one of the severest battles of the civil war, fought December 13, 1862, in which General Burnside was defeated by General Lee. Many traces of this bloody conflict still remain, and may be seen from the cars, as the train passes directly across the battle-field. In the vicinity are a National and a Confederate cemetery, the latter being adorned with a monument. At *Hanover Junction* (92 m.) another battle was fought between General Grant and General Lee in May, 1864. The works occupied by the two armies may still be seen. *Ashland* (99 m.) is a place of recent origin, and a favorite residence of many citizens of Richmond. Near here was the birthplace of Henry Clay, who was often, when a boy, seen riding with a bag to mill, from which he received the name of the "Mill-boy of the Slashes," a term applied to the neighboring country. *Richmond* (116 m.) is described on the next page.

WASHINGTON TO RICHMOND.—ROUTE II.

(Via steamer to Aquia Creek, and thence via Richmond, Fredericksburg & Potomac R. R. Distance, 130 m. Time, 6 to 7 hrs. Fare, about \$5. Passengers can use the same ticket on either this or the preceding route.)

THIS is a pleasant way of reaching Richmond when a couple of hours more or less are of no importance to the traveler. The trip down the Potomac is made by day, and affords good views of the river scenery and the various places of interest on its bank—Alexandria, Arlington, and Mount Vernon. In passing the latter place the bell of the boat is always tolled. *Aquia Creek* (55 m.) was an important military depot during the war for the Federal forces operating in the region N. of Fredericksburg. From *Fredericksburg* (69 m.) the line is identical with that described in the preceding route.

RICHMOND.

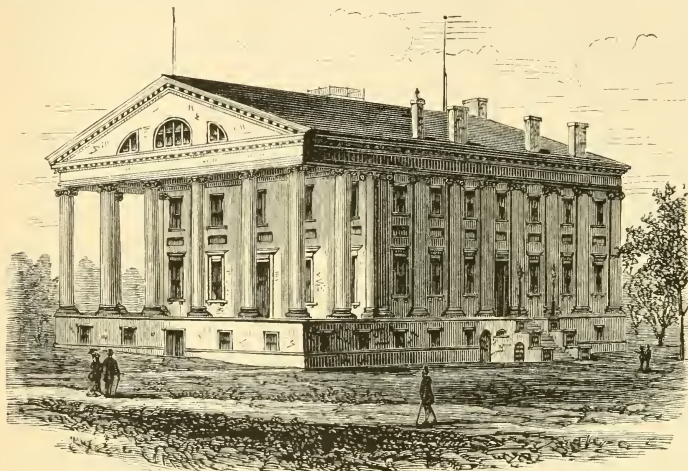
(Besides the foregoing methods of reaching Richmond, it may be reached from Baltimore via steamer down Chesapeake Bay to Norfolk; thence by steamer up James River. Also via steamer from Baltimore down Chesapeake Bay and up York River to West Point; thence by rail [38 m.] to Richmond. From New York direct via "Old Dominion Line" of steamers [three times a week.])

RICHMOND, the capital and largest city of Virginia, is situated on the N. bank of the James River, about 100 m. by water from Chesapeake Bay. The city is built on several eminences, the principal of which are Richmond and Shockoe Hills, which are separated by Shockoe Creek, and is surrounded by beautiful scenery. It is regularly laid out and well built; the streets, which are lighted with gas, cross each other at right angles. It was founded in 1737, was incorporated in 1742, and became the State capital in 1779, at which period it was a small village. The city was, in turn, the scene of the conventions of 1788, to ratify the Federal Constitution, those of 1829, 1850, and 1861, and other important political gatherings, which largely shaped the destinies of the Commonwealth. In 1861 still greater prominence was given to it as the capital of the Southern Confederacy; and one of the great aims of the Federal authorities, throughout the war, was to reduce it into their possession. The obstinacy with which the Confederates defended it was a proof of the great importance which they attached to its retention. To effect this, strong lines of earthworks were drawn around the place, and may still be seen as memorials of the great struggle. When General Lee evacuated Petersburg, April 2, 1865, the troops defending Richmond on the E. were withdrawn, and, to prevent the tobacco-warehouses and public stores from falling into the hands of the Federal forces, the buildings—together with the bridges over James River—were fired. This resulted in the destruction of a large part of the business section of the city, extending from the Spottswood Hotel, on Main St., for nearly a mile toward Rockett's, the lower suburb—the number of buildings destroyed having been estimated at 1,000, and the loss at \$8,000,000. With the cessation of hostilities, Richmond set to work to rebuild her blackened quarters, which she has now almost wholly accomplished, and the city is rapidly recovering its former prosperity. The population in 1870 was 51,038, and had increased in 1874 to 60,705. The commerce is large, the chief articles of export being tobacco and flour. The latter is noted for its excellent quality, and is mostly shipped to Brazil. Great quantities of tobacco are shipped to the North. The manufactures give employment to over 4,000 men, and include iron-works, machine-shops, founderies, sugar-refineries, cigar-factories, coach and wagon factories, furniture, sheetings and shirtings, and stoneware. Five lines of railroad intersect at Richmond, and regular lines of steamers run to Norfolk, Baltimore, Philadelphia, and New York.

Hotels, Restaurants, and Clubs.—The leading hotels are the *Exchange Hotel* and *Ballard House*, facing and connected with each other in Franklin St. below the Capitol (\$3 a day). The *St. James Hotel* (\$2.50 a day) is in 12th St., facing the Capitol Square. *Ford's Hotel* (\$2.50 a day) is in Main St. The best restaurants for ladies and gentlemen are *Pozzini's*, 807 E. Broad St., *Zetelle's*, cor. 11th and Bank Sts., and *Antoni's*, 1105 E. Main St. The *Richmond Club-House* is in Franklin St. Introduction by a member.

Modes of Conveyance.—Horse-cars run from end to end of the city through the main thoroughfares (fare 10c.). *Gasper's* omnibuses and hacks are in waiting at the depots and steamboat-landings; also at stands in the city. Fare from depot or landing to any point in the city, 50c. Hacks by the hour; \$1.50 for the first hour, and \$1 for each additional hour.

Public and Prominent Buildings.—The most prominent public building of Richmond, and by far the most conspicuous object in the city, or from its approaches, is the **State Capitol**, standing in the centre of a park of 8 acres, on the summit of Shockoe



Capitol at Richmond.

Hill. It is a Græco-Composite building, adorned with a portico of Ionic columns, the plan having been furnished by Thomas Jefferson after that of the *Maison carrée* at Nismes, in France. The view from the portico is extensive and beautiful, taking in the James River, with its wind-

ings and numerous islands. In the centre of the building is a square hall surmounted by a dome, beneath which stands Houdon's celebrated statue of Washington. The statue is of marble, of the size of life, and represents Washington as clad in the uniform worn by an American general during the Revolution. The left hand rests on a bundle of fasces, on which hang a military cloak and a small sword, and against which leans a plough. The attitude is natural and easy, and the likeness to the great original is said to be strong. On one side of the pedestal is the following inscription: "The General Assembly of the Commonwealth of Virginia have caused this statue to be erected, as a monument of affection and gratitude, to GEORGE WASHINGTON, who, uniting to the endowments of the Hero the virtues of the Patriot, and exerting both in establishing the Liberties of his Country, has rendered his name dear to his Fellow-Citizens, and given the World an immortal Example of true Glory. Done in the year of CHRIST One Thousand Seven Hundred and Eighty-eight, and in the year of the Commonwealth the Twelfth." Near the statue of Washington, in a corner of the hall, stands an antique English *store*, covered with ornamental chasings and inscriptions, which dates back far beyond the Revolution, and was used to warm the old Virginia House of Burgesses at Williamsburg in colonial times. In a niche in the wall is a marble bust of Lafayette. On the esplanade leading from the Governor's house to the W. gate of the Capitol Square, and near the latter, is Crawford's equestrian **Statue of Washington**, consisting of a bronze horse and rider, of colossal size, rising from a massive granite pedestal, and surrounded by bronze figures of Patrick Henry, Thomas Jefferson, John Marshall, George Mason, Thomas Nelson, and Andrew Lewis. The horse is half thrown upon his haunches, and is thought to be one of the finest bronzes in the world. A life-size marble statue of Henry Clay (near the W. corner) completes the decorations of the Capitol Square, which is a favorite resort of the citizens and of strangers.

The *City Hall* is an elegant structure at the N. W. angle of Capitol Square. The *Governor's House* is a plain building on the N. E. corner of the square. The *Custom-House*, which also contains the *Post-Office*, is a handsome structure of granite, in the Italian style, in Main St., between 10th and 11th. The *Medical College*, in rear of the Monumental Church, is a fine specimen of the Egyptian style of architecture. In the vicinity is the *Brockenbrough House*, which was the residence of Jefferson Davis, President of the Southern Confederacy; it is now used as a school-house. The *State Penitentiary* is a large whitewashed brick building, in the W. suburbs of the city. Other prominent buildings are the *Libby* and *Castle Thunder Prisons*; but these are mere tobacco-warehouses, of no interest apart from the associations connected with them.

Theatres and Places of Amusement.—The old *Richmond Theatre*, in Broad St., built in consequence of the destruction by fire of the former theatre, on the site of the Monumental Church, is a handsome and spacious building, with a neat auditorium. Other well-conducted places of amusement are the *Virginia Hall* and the *Assembly Hall*.

Churches.—The churches of Richmond are numerous, and several of them are handsome specimens of architecture. Those with historic associations are St. John's and the Monumental. **St. John's** (Episcopal) is a plain edifice with a modern spire, on Church Hill, cor. Broad and 24th Sts. It is of ante-Revolutionary origin, and in it was held (in 1775) the Virginia Convention to decide the action of the colony, on which occasion Patrick Henry exclaimed: "The war is inevitable, and let it come! Is life so dear, or peace so sweet, as to be purchased at the price of chains and slavery? Forbid it, Almighty God! I know not what course others may take, but, as for me, give me liberty or give me death!" St. John's Church was subsequently, in 1788, the scene of the meeting of the convention to determine whether Virginia would ratify the Federal Constitution. The **Monumental Church** (Episcopal), cor. Broad and 13th Sts., is a handsome edifice, with a dome, standing on the spot formerly occupied by the Richmond Theatre. In 1811, during the performance of a piece called "The Bleeding Nun," the theatre caught fire, and, in the terror and confusion of the crowd rushing to the doors, 69 persons, including the Governor of Virginia and some of the most eminent men and beautiful women of the State, were crushed or burned to death. The church was erected as a memorial of the event, the remains of the victims being interred beneath a mural tablet in the vestibule. Of the more modern structures, *St. Paul's* (Episcopal), cor. Grace and 9th Sts., is the most imposing. In it Jefferson Davis was seated when a messenger brought him the fatal news that Lee was about to evacuate Petersburg. Other important churches are the *First Baptist*, cor. Broad and 12th Sts.; the *Second Baptist*, cor. Main and 6th Sts.; the *Trinity Methodist*, cor. Broad and 20th Sts.; the *Centenary*



Statue of Washington.

Methodist, cor. Grace and 5th; the *First Presbyterian*, cor. 10th and Capitol Sts.; *St. Peter's* (Roman Catholic), cor. Grace and 8th Sts.; and *St. Patrick's* (Roman Catholic), Church Hill and 25th St. The old *African Church* is a long, low building in Broad St., near Monumental Church, famous as a place of political meetings before and during the war.

Miscellaneous Places of Interest.—There are several cemeteries in Richmond, the principal of which is **Hollywood**. This is a spot of great natural beauty, in the W. limits of the city, above James River, and embraces an extensive tract, alternately hill and dale, the whole ornamented with venerable trees, shrubs, and flowers. On the hill at the S. extremity, a monument marks the resting-place of President Monroe. Other persons of note are buried here, among them General J. E. B. Stuart, commander of Lee's cavalry. In the soldiers' section are the graves of hundreds of Confederate dead, from the midst of which rises a monumental pyramid of rough stone. The *Falls of James River*, extending for about 6 m. above the city, are exceedingly picturesque, and well worth a visit. Three bridges across the river connect Richmond with Spring Hill and *Manchester*, the latter a pretty village with two fine cotton-mills. The *Tredegar Iron-Works*, situated on the river, above the Armory, are among the largest in the country. The buildings cover 15 acres of ground. The *Gallego Flour-Mills* are said to be the largest in the world; they can turn out 1,500 barrels of flour a day.

RICHMOND TO CHARLESTON.

(Via "Atlantic Coast Line." Distance, 567 m. Time, about 25 hours.)

CROSSING James River on a handsome bridge, the trains on this route soon reach *Petersburg* (22 m.), a venerable old town on the S. bank of the Appomattox River, famous as the scene of the last great struggles during the late civil war. Since the war, Petersburg has prospered, and the marks of the conflict are slowly disappearing; but the fortifications are still distinctly traceable, and the chief battle-fields, etc., are easily found. *Weldon* (86 m.) is a thriving post-village in North Carolina, at the head of steamboat-navigation on Roanoke River. The country along this portion of the route is flat and uninteresting, and the road traverses a considerable portion of the great pine belt which extends from Virginia to Florida. *Goldsboro* (164 m.) is a prosperous town of 5,000 inhabitants, near the Neuse River, at the head of navigation. *Wilmington* (248 m.), the largest city of North Carolina, is in the S. E. extremity of the State, upon the Cape Fear River, 20 m. from the sea. It offers few attractions to the traveler in search of the picturesque, though it played a part in the drama of the Revolution, and also of the civil war. Fort Fisher lies below at the mouth of the river. Steamships ply weekly between Wilmington and New York. From Wilmington to Columbia, the country is of the same featureless and monotonous character, the principal stations *en route* being *Florence* (352 m.) and *Sumter* (391 m.). From *Camden Junction* (404 m.) a branch road, 38 m. long, leads to Camden, the scene of two Revolutionary battles. *Columbia* (433 m.), the capital of South Carolina, is a beautiful city, situated on the bluffs of the Congaree, a few miles below the charming falls of that river. It was famous for its delightfully-shaded streets, and its wonderful flower-gardens, but the aspect of the city was greatly changed by the unfortunate conflagration which consumed so large a part of it during its occupation by General Sherman's forces, in 1865. The State Capitol, when completed, will be one of the handsomest public buildings in the United States, and the Insane Asylum is an object of great interest. The view from Arsenal Hill is the most beautiful in this portion of South Carolina. From Columbia to Charleston, the journey will give the traveler some inkling of the lowland features of Southern landscape, though not in its most interesting character, since the country is level, and most of the way is through extensive pine-forests. There are no stations on the route calling for special mention.

CHARLESTON.

(Besides the route above described, Charleston may be reached by rail from Richmond *via* Danville, Greensboro, Charlotte, and Columbia. This route is farther inland and slightly longer than the other; otherwise it differs little. From New York, Charleston is reached direct *via* "New York and Charleston Steamships," leaving Pier 29, North River, at 3 P. M., on Tuesdays, Thursdays, and Saturdays. Time, about 60 hours; fare [cabin], \$20. From Philadelphia *via* steamer, leaving Pier 4, every Friday. Time and fare same as from New York. From Baltimore by steamer every five days. Time, 50 hours; fare, \$15.)

CHARLESTON, the chief commercial city of South Carolina, is picturesquely situated at the confluence of the Ashley and Cooper Rivers, in lat. $32^{\circ} 45' N.$, and lon. $79^{\circ} 57' W.$ The rivers run a parallel course for nearly 6 m., widening as they approach the sea, and thus gradually narrowing the site of the city to a peninsula. The harbor is a large estuary, extending about 7 m. to the Atlantic, with an average width of 2 m. It is landlocked on all sides except an entrance of about a mile in width. The passage to the inner harbor is defended by four fortresses. On the r. at the entrance is Fort Moultrie, on Sullivan's Island, occupying the site of the fort which, on June 28, 1776, beat off the British fleet of Sir Peter Parker. On the l., raised upon a shoal in the harbor and directly covering the channel, is Fort Sumter, rendered famous by the part which it played in the opening scene of the civil war. Immediately in front of the city, and but 1 m. from it, is Castle Pinckney,



Charleston.

covering the crest of a mud-shoal, and facing the entrance. A fine view of the city is obtained in entering the harbor from the sea; and, as it is built on low and level land, it seems to rise from the water as we approach, whence it has been called the "American Venice." The corporate limits of Charleston extend from Battery or White Point, on the extreme S. verge of the city, to an arbitrary line on the N. about 3 m. above. Within this area the city is laid out with tolerable regularity, the streets generally crossing each other at right angles. The houses are mostly of brick or wood, and have large open grounds around them. There are few regular blocks or rows of buildings, and no uniformity; but what is lost in this respect is gained in variety, and with the fine gardens, shade and fruit trees, creepers, vines, the magnolia, the oak, the cedar, and the pride of India, girdling the quaint dwelling-houses, the effect is highly picturesque.

Charleston was settled in 1679 by an English colony under William Sayle, who became the first Governor. It played a conspicuous part in the Revolution, having been the first among the chief places of the South to assert a common cause with and for the colonies. It was thrice assaulted by the British, and only yielded to a six weeks' siege by an overwhelming force, May 12, 1780. It was the leading city, both in the nullification movement during Jackson's administration and in the incipient stages of Southern secession. Open hostilities in the civil war began at

Charleston, with the bombardment of Fort Sumter on April 12, 1861; and for the next four years it was one of the chief points of Federal attack, without being lost by the Confederates, however, until Sherman's capture of Columbia on February 17, 1865. During the war many buildings were destroyed, and the towers and steeples of churches riddled with shot and shell. Since its close rapid progress has been made in the work of rebuilding, and Charleston is now more prosperous than ever. The growth of population has been as follows: In 1800 it was 18,711; in 1850, 42,985; in 1860, 40,519; and in 1870, 48,956. The commerce of the city is large, the chief exports being cotton (for which it is one of the chief shipping-ports), rice, naval stores, and fertilizers. The manufacture of fertilizers from the valuable beds of marl and phosphate, discovered in 1868, is now one of the principal industries; but there are also flour and rice mills, bakeries, carriage and wagon factories, and machine-shops.

Hotels and Restaurants.—The leading hotel is the *Charleston Hotel* (\$4 a day), centrally located in Meeting St., between Hayne and Pinckney Sts. It is noted for its great stone colonnade and piazza, reaching from pavement to roof. The *Mills House*, also in Meeting St., is temporarily closed. The *Pavilion Hotel*, cor. Meeting and Hasel Sts. (\$3 a day), and the *Waverley House* (\$2.50 a day), in King St. near Hasel, are unpretentious but comfortable houses. There are few *restaurants* in Charleston, almost none deserving the name, though there are "lunch-rooms," with bars attached. The best of these are in East Bay St. near Broad, and in King St. near Wentworth.

Modes of Conveyance.—Three lines of *horse-cars* traverse the city, and afford easy access to the chief points of interest (fare 10c.). They pass through the principal streets, from the Exchange and the battery to the upper ends of Rutledge Ave. and Meeting St. *Omnibuses* are in waiting at the depots and landings on the arrival of trains and steamers, and convey passengers to any portion of the city (fare 50c.). *Livery-stables* are attached to the different hotels, and, though the charges are not uniform, they are usually moderate.

Streets and Drives.—The two principal streets are King and Meeting, which run N. and S., nearly parallel, the whole length of the city, but converge to intersection near the northern limits. **King St.** contains the leading retail stores, and is the fashionable promenade. The jobbing and wholesale stores are chiefly in *Meeting St.*; and the banks, and brokers' and insurance offices, are in *Broad St.* The **Battery** is a popular promenade, lying near the water's edge, and commanding an extensive view of the Bay; it is surrounded by fine private residences. Fine residences are also found in Meeting St. below Broad, in Rutledge St. and Ave., and at the W. end of Wentworth St. The roads leading out of the city along the Ashley and Cooper Rivers are singularly beautiful, and afford interesting drives. They are all richly embowered in loveliest foliage; pines, oaks, magnolias, myrtles, and jasmynes, vying with each other in tropical luxuriance and splendor. There are also fine drives on Sullivan's Island (reached by ferry).

Public and Prominent Buildings.—Several of the most important of these are clustered at the intersection of Broad and Meeting Sts. On the N. E. corner is the *City Hall*, an imposing building, entered by a double flight of marble steps, and standing in an open square. The Council-Chamber is handsomely furnished, and contains some interesting portraits. On the N. W. corner is the *Court-House*, a substantial structure of brick, faced so as to resemble stone. On the S. E. corner stands St. Michael's Church, which will be described further on; and on the S. W. corner is the *Guardhouse*, or Police Headquarters, a plain brick building, with a colonnade extending over the sidewalk in Broad St. The force is semi-military in organization, and is composed about equally of whites and negroes, who drill with Winchester rifles. At the foot of Broad St. stands the *Post-Office*, a venerable structure, dating from the colonial period, the original material having been brought from England in 1761. It was much battered during the war, but has since been renovated. The new *Custom-House*, which has been building for several years and is still unfinished, is situated just S. of the Market-wharf, on Cooper River. It is of white marble, in the Roman-Corinthian style, and will be the finest edifice in the city. A noble

view is obtained from its graceful Corinthian portico. The *Charleston Club-House* is an elegant building, in Meeting St. between Broad and Tradd, with a pretty garden in front. It was erected before the war, by the Carolina Club (which was broken up by the war), and is now used by the United States Courts. The *Chamber of Commerce* occupies the 2d and 3d floors of a handsome building at the cor. of Broad and East Bay Sts.; it has a good reading-room and a restaurant for the use of the members. The *Academy of Music*, cor. King and Market Sts., is one of the finest theatres in the South. It is 60 by 231 ft., and cost \$160,000. Besides the theatre, with accommodations for 1,200 persons, it contains two large halls for concerts, lectures, etc. The *Masonic Temple* is a large but rather fantastic building, at the cor. of King and Wentworth Sts. The old *Orphan-House*, standing in the midst of spacious grounds, between Calhoun and Vanderhorst Sts., is the most imposing edifice in the city, and one of the most famous institutions of the kind in the country. John C. Fremont, once a candidate for the presidency, and C. C. Memminger, Confederate Secretary of the Treasury, were educated there. A statue of William Pitt, erected during the Revolution, stands in the centre of the grounds. The *College of Charleston*, founded in 1788, has spacious buildings, located in the square bounded by George, Green, College, and St. Philip Sts. It has a library of about 6,000 volumes, and a valuable museum of natural history. The *Medical College*, cor. Queen and Franklin Sts., and *Roper Hospital*, cor. Queen and Mazyck Sts., are large and handsome buildings, the latter especially so. On the same square with these two are the *City Hospital* and the *County Jail*. The *Workhouse*, near by, in Magazine St., is a spacious castellated structure in the Norman style. The *Charleston Library*, founded in 1748, has a plain but commodious building at the cor. of Broad and Church Sts. It lost heavily in the fire of 1861, but now contains about 20,000 volumes. The *South Carolina Society Hall*, in Meeting St. near St. Michael's Church, is a substantial structure, with colonnade and portico, and a fine interior. *Market Hall*, in Meeting St. near the Bay, is a fine building, in temple form, standing on a high, open basement, having a lofty portico in front, reached by a double flight of stone steps. In rear of this building are the markets, consisting of a row of low sheds supported by brick arches, and extending to East Bay St. Between 6 and 9 A. M. these markets present one of the most characteristic sights that the stranger can see in Charleston.

Churches.—There are at least two churches in Charleston that no stranger should fail to visit—St. Michael's and St. Philip's—both Episcopal. *St. Michael's* is at the S. E. corner of Broad and Meeting Sts. It was built in 1752, it is said from designs from a pupil of Sir Christopher Wren. The tower is considered very fine, and the situation of the church makes the spire a conspicuous object far out at sea. Its chimes are celebrated for their age and sweetness. During the siege of Charleston, in the late war, the spire was a mark for the Federal artillerymen; but, though persistently shelled, it was struck but a few times, and then only with slight injury. The view from the belfry is very fine, embracing the far stretch of sea and shore, the fortresses in the harbor, the shipping, and nearer at hand buildings as ancient as the church itself. *St. Philip's*, in Church St. near Queen, was the first church establishment in Charleston; but the present structure, although of venerable age, is yet not quite so old as St. Michael's. The view from the steeple is fine; but there is a keener interest in the graveyard than even in the old church itself, for here lie South Carolina's most illustrious dead. In the portion of the graveyard that lies across the street is the tomb of John C. Calhoun. It consists of a plain granite slab, supported by walls of brick, and for inscription has simply the name of "CALHOUN." *St. Finbar's Cathedral* (Roman Catholic), or rather the ruins of it (for the building was destroyed in the great fire of 1861), is at the cor. of Broad and Friend Sts. It was one of the most elegant edifices in Charleston, and the walls, turrets, and niches, still standing, are highly picturesque. The *Citadel Square Baptist Church*, cor. Meeting and Henrietta Sts., is a fine building, in the Norman style, with a spire 220 ft. high. The *Central Presbyterian*, in Meeting St. near Society, has an elegant Corinthian portico with 8 columns. The *Unitarian Church*, in Archdale St. near Queen, is a fine specimen of the perpendicular

Gothic style, and has a very rich interior. The new *German Lutheran Church*, in King St. opposite the Citadel, is a handsome building, in the Gothic style, with lofty and ornate spire. *Grace Church* (Episcopal), in Wentworth St., is the most fashionable in the city. The old *Huguenot Church*, cor. Church and Queen Sts., is worthy of a visit, if for no other purpose, to see the quaint and elegant mural entablatures with which its walls are lined.

Suburbs.—Just outside of the city, on the N. boundary, is *Magnolia Cemetery* (reached by horse-cars). It is embowered in magnolias and live-oaks, is tastefully laid out, and contains some fine monuments, of which the most noteworthy are those to Colonel Wm. Washington, of Revolutionary fame, Hugh Legaré, and W. Gilmore Simms, the novelist. In a vault repose the remains of Lieutenant Vanderhost, whose coffin, shrouded with the Union Jack, may be seen through the lattice-door of the tomb.—Of the old planters' houses that stood along the Ashley, but one remains, and that is abandoned. *Drayton Hall* is a large brick mansion, standing in the centre of grounds of a park-like character. The rooms are wainscoted from floor to ceiling, the fireplaces are lined with old-fashioned colored tiles, and the mantels are richly carved; but the building was never entirely finished, for the owner lost the bride for whom it was designed, and since then it has stood in its incompleteness a memorial of his loss. The mansion is now occupied by negroes. Its parlor is a granary, its wainscot is badly marred, and the rare colored tiles of its fireplaces have been in part carried off by predatory hands. A few miles farther up the river are the ruins of the celebrated *Middleton Place*, once one of the most beautiful plantations in South Carolina. The scenery, the flowers, hedges, and shrubbery, the undergrowth and noble oaks, the ponds and lakes, the picturesque old tombs—these still remain, but it is melancholy to contemplate that all the ruin which one sees around him was caused by the unsparing hand of war. Visitors frequently make a pilgrimage to the spot in order to gratify their curiosity, and, if reports are true, the house has suffered greatly from their unscrupulous desire for relics. Perhaps the most interesting spot in the neighborhood of Charleston is the old **Church of St. James** on Goose Creek (reached by carriage, or by Northeastern R. R. to Porcher's Station, 15 m.). It is situated in the very heart of a forest, is approached by a road little better than a bridle-path, and is entirely isolated from habitations of any sort. The church was built in 1711, and was saved from destruction during the Revolutionary War by the royal arms of England that are emblazoned over the pulpit. The floor is of stone, the pews are square and high, the altar, reading-desk, and pulpit, are so small as to seem like miniatures of ordinary church-fixtures, and on the walls and altar are tablets in memory of the early members of the congregation. One dates from 1711 and two from 1717.—A short distance from the church, on the other side of the main road, is a farm known as the *The Oaks*, from the magnificent avenue of those trees by which it is approached. The trees are believed to be nearly 200 years old; they have attained great size, and for nearly $\frac{1}{4}$ mi. form a continuous arch over the broad road.

A day or two may be profitably spent in visiting the various points of interest in the harbor: *Fort Sumter*, which is picturesque even in its ruins; *James Island*, with its ruined plantations and crumbling fortifications; *Mount Pleasant*, once a popular summer resort, but now filled with moss-grown and rotting houses; and *Sullivan's Island*, which is fast becoming the "Long Branch" of South Carolina, and already contains many handsome cottages and some attractive drives. A steamboat plies regularly every hour between the city, Mount Pleasant, and Sullivan's Island, and on the latter is a line of horse-cars.

CHARLESTON TO SAVANNAH.

(Via Savannah & Charleston R. R. Distance, 107 m. Time, 7 hrs.)

THIS road runs within a few miles of the Atlantic coast line, though never in sight of the ocean. For miles the rails are laid on piles, passing through marsh and morass, and crossing swift-rushing, dirty streams, dignified by the name of rivers, and baptized with unpronounceable Indian names. There are no towns of impor-

tance on the line, but the scenery is wild and rich. Extensive pine-forests, lofty cypresses, wreathed in garlands of pendent moss, the bay and the laurel, draped with the vines of the wild-grape and of ivy, and huge oaks that have stood the wear and tear of centuries, line the road on either side. Noble avenues are created by these forest giants, and pendent from their stalwart limbs hang long festoons of moss and vine, dimly veiling the vista beyond. Flowers grow in profusion, and give variety and beauty to the green shades of the leaves and plants.

SAVANNAH.

(Savannah may be reached by rail direct from Richmond *via* Danville, Charlotte, N. C., and Augusta, Ga. From New York there are steamers three times a week; on Tuesdays from Pier 16 East River, on Thursdays and Saturdays from Pier 8 North River, at 3 p. m. Time, about 60 hrs.; fare [cabin], \$20. There are also steamers to Savannah from Philadelphia [every Saturday] and from Baltimore [three times a month]. Fare from Philadelphia, \$20; from Baltimore, \$15.)

Hotels: The *Screen House*, on Johnson Square (\$4 a day); the *Pulaski House*, in Bryan St., Johnson Square (\$4 a day); the *Marshall House*, in Broughton St. (\$3 a day); and the *Pavilion Hotel* (\$3 a day).

SAVANNAH, the chief city of Georgia, is situated on the S. bank of the Savannah River, 18 m. from its mouth. The site was selected by General Oglethorpe, the founder of the colony of Georgia, who made his first settlement at this point in February, 1733. The city occupies a bold bluff, about 40 ft. high, extending along the river-bank for a mile, and backward, widening as it recedes, about 6 m. The river making a gentle curve around Hutchinson's Island, the water-front of the city is in the shape of an elongated crescent about $2\frac{1}{2}$ m. in length. The corporate



Savannah.

limits extend back on the elevated plateau about $1\frac{1}{2}$ m., the total area of the city being $3\frac{1}{2}$ sq. m. In its general plan, Savannah is universally conceded to be one of the handsomest of American cities. Its streets are broad and beautifully shaded, they cross each other at right angles, and at many of the principal crossings are small public squares or parks, from $1\frac{1}{2}$ to 3 acres in extent. These parks, 24 in number, located at equal distances through the city, neatly inclosed, laid out in walks, and planted with the evergreen and ornamental trees of the South, are among the most characteristic features of Savannah; and, in the spring and summer months, when they are carpeted with grass, and the trees and shrubbery are in full foliage, afford

delightful shady walks, and playgrounds for the children, while they are not only ornamental, but conducive to the general health by the free ventilation which they afford. Upon the large "trust-lots," four of which front on each of these squares (2 on the E. and 2 on the W.), many of the public edifices and palatial private residences of the city are built. The residences are mostly surrounded by flower-gardens, which bloom throughout the year; and among the shrubbery, in which the city is literally embowered, are the orange-tree, the banana, the magnolia, the bay, the laurel, the cape-myrtle, the stately palmetto, the olive, the flowering oleander, and the pomegranate.

Savannah was founded, as we have seen, in 1733. In 1776 the British attacked it and were repulsed; but on December 29, 1778, they reappeared in overwhelming force and took possession of the city. In October, 1779, the combined French and Americans attempted to recapture it, but were unsuccessful, and Count Pulaski fell in the engagement. Savannah received a city charter in 1789. In 1850 it had 15,312 inhabitants; in 1860, 22,292; and in 1870, 28,235. The chief business of the place is the receipt and shipment of cotton, though the trade in lumber is also considerable. As a cotton port it ranks second in the United States. It recovered rapidly from the effect of the civil war, and its commerce has since about doubled. The chief manufacturing establishments are planing-mills, founderies, and flouring and grist mills.

The great warehouses of the city are located on a narrow street at the foot of the steep bluff; they open below on the level of the piers, and from the uppermost story on the other side upon a sandy area 200 ft. wide and divided by rows of trees. This is called the *Bay*, and is the great commercial mart of Savannah. The principal business streets and promenades are *Bull*, *Drayton*, and *Broad* Sts. Among the noteworthy public buildings are the new granite *Custom-House*, which also contains the *Post-Office*, cor. Bull and Bay Sts.; the *City Exchange*, in front of which General Sherman reviewed his army, January 7, 1865; the *Court-House*, *Theatre*, *State Arsenal*, *Artillery Armory*, and *Jail*. *St. Andrew's Hall* and the *Chatham Academy* are conspicuous buildings. From the tower of the Exchange the best view of the city and neighborhood is to be had. The building on the N. E. cor. of Bull and Broughton Sts., known as the *Masonic Hall*, is interesting as the place where the Ordinance of Secession was passed, Jan. 21, 1861. Four years later (Dec. 28, 1864), a meeting of citizens was held in the same apartment to commemorate the triumph of the Union arms. Among the interesting relics of the past history of Savannah are the building in which the Colonial Legislature held its sessions, in S. Broad St. near Drayton, and the mansion of the Governor of Georgia during the occupation of the city by the British, which stands in Broughton St. The *Market* presents an animated and characteristic spectacle in the early morning. The Georgia Historical Society has a large and beautiful hall, in which are a fine library and some interesting relics. Of the church edifices the Episcopal Churches of *St. John's* and *Christ's* are the most striking. The former is in the Gothic, the latter in the Ionic style. The lofty spire of the *Independent Presbyterian Church* is much admired. This church is built of Quincy granite, and cost \$130,000. *Trinity Church* stands in Johnson Square, near the spot where John Wesley delivered his famous sermons.

The most attractive place of public resort is **Forsyth Park**, an inclosure of 30 acres in the S. part of the city. It is shaded by some venerable old trees, is laid out in serpentine walks, and ornamented with evergreen and flowering trees and shrubs. In the centre is a handsome fountain, after the model of that in the Place de la Concorde, Paris. In Johnson or *Monument Square*, near the centre of the city, is a fine Doric obelisk, erected to the memory of General Greene and Count Pulaski, the corner-stone of which was laid by Lafayette, during his visit in 1825. The **Pulaski Monument** stands in Chippewa Square, and is one of the most chaste and perfect specimens of monumental architecture in the United States. The steps are plinths of granite; the shaft is of purest marble, 55 ft. high, and is surmounted by an exquisitely-carved statue of Liberty, holding the national banner. The monument appropriately covers the spot where Pulaski fell, during an attack upon the

city while it was occupied by the British, in 1779. It was constructed by Launitz, of New York, at a cost of \$22,000, gold.

Though built upon a sandy plain, Savannah is not without suburban attractions, there being several places in its vicinity whose sylvan character and picturesque beauty are in keeping with the "Forest City" itself. Thunderbolt, Isle of Hope, Beaulieu, Montgomery, and White Bluff, are all rural retreats on "The Salts," within short driving-distance of the city, where, in the summer months, bracing sea-breezes and salt-water bathing may be enjoyed. The great drive is to **Bonaventure Cemetery**, which is situated on Warsaw River, a branch of the Savannah, about 4 m. from the city. The scenery of Bonaventure has long been renowned for its Arcadian beauty. A hundred years ago the seat of the Tatnalls, a wealthy English family, the grounds around the mansion were laid out in broad avenues, and planted in native live-oaks. These trees, long since fully grown, stand like massive columns on either side, while their far-reaching branches, interlacing overhead like the frilled roof of some vast cathedral, the deep shade of their evergreen foliage shutting out the sky above, and the long, gray moss-drapery depending from the leafy canopy, silent and still, or gently swaying in the breeze, give to the scene a weird and strangely sombre aspect, at once picturesque and solemn. A more beautiful or more appropriate home for the dead than in the shades of these green forest-aisles cannot well be imagined. *Thunderbolt*, the favorite summer-resort, is on the Warsaw River, 1 m. beyond Bonaventure. According to local tradition, this place received its name from the fall of a thunderbolt. A spring of water which issued from the spot upon that event has continued to flow ever since. *Jasper Spring*, 2½ m. W. of the city, is the scene of the famous Revolutionary exploit of Sergeant Jasper, who, with only one companion, successfully assailed a British guard of eight men and released a party of American prisoners.

SAVANNAH TO MOBILE.

(*Via Georgia Central, Atlanta & West Point, Western, and Mobile & Montgomery Railways.* Distance, 654 m. There are no through-trains, and the traveler will have to consult local time-tables.)

This route passes through the most productive and thickly-settled districts of Georgia and Alabama, and will enable the traveler to see many of the most characteristic aspects of Southern inland scenery, which, if not strikingly picturesque, is generally pleasing. Numerous towns, some of them very pretty, cluster along the line, but there are only two or three of sufficient importance to require special mention. **Macou** (190 m.), one of the most prosperous and populous cities of Georgia, is prettily situated on the Ocmulgee River. It contains upward of 10,000 inhabitants, is the site of several important iron-foundries, machine-shops, and flour-mills, is regularly laid out and well built, and, like Savannah, is embowered in trees and shrubbery. **Atlanta** (293 m.) is the capital of Georgia, and, next to Savannah, the largest and most important city in the State. It is the outgrowth of the railroad-system centring there, and is rather Northern than Southern in character. It is picturesquely situated upon hilly ground, and has some fine scenery in its neighborhood, but possesses little to interest the tourist. The principal buildings are the State-House (from the cupola of which a fine view is obtained), the City-Hall, the Kimball House, and the Union Passenger Depot. **Montgomery** (468 m.) is the capital of Alabama, and the second city of the State in size and commercial importance. It is situated on the Alabama River, was founded in 1817, had 10,588 inhabitants in 1870, and has a sort of fame as the first capital of the Confederate States. The only noteworthy building is the State-House, which, though small, is an imposing structure. It is situated on Capitol Hill, and from its dome an extended view is obtained.

MOBILE.

(Mobile is reached direct from New York *via* Baltimore, Richmond, Danville, Charlotte, Augusta, Atlanta, and Montgomery. Distance, 1,364 m.; time, 72 hours; fare, \$40.50. Also *via* "Great Southern Mail Route," Baltimore, Washington, Bristol, Lynchburg, Bristol, Knoxville, Dalton, Rome, and Montgomery. Distance, 1,273 m.; time, 2 days 19 hours; fare, \$40.50. Passengers from the West can reach Mobile *via* Louisville, Nashville, and Chattanooga.)

Hotels: The *Battle House* (\$4 a day), cor. Royal and St. Francis Sts., is the leading hotel, and almost the only one worthy the name.

MOBILE, the largest city and only seaport of Alabama, is situated on the W. side of the Mobile River, immediately above its entrance into Mobile Bay, 30 m. from the Gulf of Mexico, in lat. $30^{\circ} 42'$ N. and lon. 88° W. Its site is a sandy plain, rising as it recedes from the river, and bounded, at the distance of a few miles, by high and beautiful hills. The corporate limits of the city extend 6 m. N. and S. and 2 or 3 m. W. from the river. The thickly-inhabited part extends for about a mile along the river, and nearly the same distance back toward the hills. It is laid out with considerable regularity, and the streets are generally well paved and delightfully shaded. Six lines of horse-cars traverse the city, and a water-supply, of unusual purity and excellence, is brought from Spring Hill, 6 m. distant. On Mobile Point, a short distance below the city, is a lighthouse, the lantern of which is 55 ft. above the sea-level. *Fort Morgan* (formerly Fort Bowyer), and *Fort Gaines*, a formidable fortress, opposite Dauphin Island, command the entrance to the harbor. *Spanish Fort* and *Fort Blakely*, and *Batteries Gladden*, *Tracy*, *McIntosh* and *Huger*, are passed on the Tensas River, from Mobile to Polard and Montgomery. Large numbers of sailing-vessels ply between Mobile and New Orleans, the ports on the Gulf of Mexico, and the Atlantic coast. A daily line of steamers runs to New Orleans by way of lakes Borgne and Pontchartrain; also up the Alabama River to Montgomery and other points.

Mobile was the original seat of French colonization in the Southwest, and for many years the capital of the colony of Louisiana. Historians differ as to the precise date of the foundation, though it is known that a settlement was made a little above the present site of the city at least as early as 1702. Many of the first settlers were Canadians. In 1723 the seat of the colonial government was transferred to New Orleans. In 1763, Mobile, with all that portion of Louisiana lying E. of the Mississippi and N. of Bayou Iberville, Lakes Maurepas and Pontchartrain, passed into the possession of Great Britain. In 1780 England surrendered it to Spain, and that Government made it over to the United States in 1813. It was incorporated as a city in 1819, the population being then about 800. Mobile was one of the last points in the Confederacy occupied by the Union forces during the late war, and was not finally reduced until April 11, 1865, three days after the surrender of General Lee. On August 5, 1864, the harbor fortifications were attacked by Admiral Farragut, who ran his fleet past the forts, destroyed the Confederate fleet, including the ram *Tennessee*, reduced the forts, and closed the harbor against blockade-runners, though he failed to capture the city itself. The trade of Mobile is much hindered by the shallowness of its harbor. Vessels drawing more than 8 or 10 ft. are obliged to anchor in the bay, 25 m. or more from the city; but improvements are now in progress which it is hoped will enable vessels of 13 ft. of water to reach the wharves. The chief business is the receipt and shipment of cotton, of which from 325,000 to 350,000 bales are dispatched annually. The manufactures include carriages and furniture, paper, founderies and machine shops, and a brewery.

Government Street is the finest avenue and favorite promenade of the city. It is shaded by superb oak-trees, and is bordered by fine residences surrounded by luxuriant gardens. The *Public Square*, between Dauphin and St. Francis Sts., is also a place of much resort. It is adorned with live-oaks and other shade-trees. The *Custom-House*, which also contains the *Post-Office*, at the cor. of Royal and St. Francis Sts., is the finest, largest, and most costly public edifice in the city. It is built of granite, and cost \$250,000. The *Theatre* and the *Market-House*, with rooms in the upper story for the municipal officers, are in Royal St. The *Battle House* presents an imposing façade of painted brick, immediately opposite the Custom-House. *Odd-Fellows' Hall*, in Royal St., and *Temperance Hall*, cor. St. Michael and St. Joseph Sts., are conspicuous buildings. Adjoining Odd-Fellows' Hall is the *Bank of Mobile*, with a stately colonnade and portico. *Barton Academy*, in Royal St., is a large and handsome building surmounted by a dome. Of the church edifices the most notable are the *Cathedral of the Immaculate Conception* (Roman Catholic), in Claiborne St. between Dauphin and Conti; *Christ Church* (Episcopal), cor. Church and St. Emanuel Sts.; *Trinity* (Episcopal) with massive campanile and belfry; and the *First Presbyterian*, cor. Government and Jackson Sts. The principal charitable in-

stitutions are the *City Hospital*, the *United States Marine Hospital*, four Orphan Asylums, and the *Providence Infirmary*. *Mobile Academy* is a flourishing institution with a fine building, in Government St. near Ann. The *Medical College* is also a prosperous institution.

Spring Hill is a pleasant suburban retreat 6 miles west of the city (reached by the St. Francis St. cars). The College of St. Joseph, a Jesuit institution, is located here. It was founded in 1832 by Bishop Portier, and has a fine building 375 ft. long surmounted by a tower from which noble views may be obtained. The college has a library of 8,000 volumes and a valuable collection of scientific apparatus. A statue of the Virgin Mary brought from Toulouse, France, stands in rear of the building. The *Gulf Shell Road* affords a delightful drive, 9 m. in length, along the shore of the bay.

MOBILE TO NEW ORLEANS.

(Via New Orleans, Mobile & Texas Railway. Distance, 140 m. Time, 7 hrs.)

"NOTHING in lowland scenery," says Mr. Edward King, in his "Great South," "could be more picturesque than that afforded by the ride from New Orleans to Mobile, over the Mobile & Texas Railroad, which stretches along the Gulf line of Louisiana, Mississippi, and Alabama. It runs through savannahs and brakes, skirts the borders of grand forests, offers here a glimpse of a lake and there a peep at the blue waters of the noble Gulf; now clambers over miles of trestle-work, as at Bay St. Louis, Biloxi (the old fortress of Bienville's time) and Pascagoula; and now plunges into the very heart of pine-woods, where the foresters are busily building little towns and felling giant trees, and where the revivifying aroma of the forest is mingled with the fresh breezes from the sea."

NEW ORLEANS

(New Orleans is reached direct from New York by rail *via* "Great Southern Mail Route:" Baltimore, Washington, Lynchburg, Bristol, Knoxville, Rome, Montgomery, and Mobile. Distance, 1,405 m.; time, 73 hrs.; fare, \$42.50. Also *via* preceding route to Knoxville; thence *via* Chattanooga, Corinth, Meridian, and Mobile. Distance, 1,539 m.; time, 80 hrs.; fare, \$42.50. By steamer from New York on Wednesdays [from Pier 21 East River] and Saturdays [from Pier 5 and Pier 9 North River]. Time, 7 days; fare [cabin], \$50. From Philadelphia *via* semi-monthly Steamers, touching at Havana. Time, 11 days; fare, \$60. From Baltimore *via* semi-monthly steamers, touching at Havana and Key West. Time, 8 days; fare, \$50. From Pittsburg, Cincinnati, or St. Louis, *via* steamer down the Mississippi River. From Louisville by rail, *via* Memphis and Jackson.)

NEW ORLEANS, the capital, chief city, and commercial metropolis of Louisiana, is situated on both banks (but chiefly on the left) of the Mississippi River, 100 m. above its mouth, in lat. 29° 57' N. and lon. 90° W. The older portion of the city is built within a great bend of the river, from which circumstance it derives its familiar *sobriquet* of the "Crescent City." In the progress of its growth up-stream, it has now so extended itself as to follow long curves in opposite directions, so that the river-front on the l. bank presents an outline somewhat resembling the letter S. The statutory limits of the city embrace an area of nearly 150 sq. m., but the actual city covers an area of about 41 sq. m. It is built on land gently descending from the river toward a marshy tract in the rear, and from 2 to 4 ft. below the level of the river at high-water mark, which is prevented from overflowing by a vast embankment of earth, called the Levee. This levee is 15 ft. wide and 4 ft. high, is constructed for a great distance along the river-bank, and forms a delightful promenade during the fall and winter months.

The site of New Orleans was surveyed in 1717 by De la Tour; it was settled in 1718, but abandoned in consequence of overflows, storms, and sickness; was resettled in 1723, held by the French till 1729, then by the Spanish till 1801, and by the French again till 1803, when, with the province of Louisiana, it was ceded to the United States. It was incorporated as a city in 1804, and in 1868 was made the capital of the State. The most memorable events in the history of New Orleans are the battle of Jan. 8, 1815, in which the British were defeated by Andrew Jackson, and the capture of the city by Admiral Farragut on April 24, 1862. In 1810,

seven years after its cession to the United States, the population of New Orleans was 17,243. In 1850 it had increased to 116,375; in 1860, to 168,675; and in 1870, to 191,418. In 1875 local authorities estimated it at about 210,000.—In the value of its exports and its entire foreign commerce New Orleans ranks next to New York, though several ports surpass it in the value of imports. Not unfrequently from 1,000 to 1,500 steamers and flat-boats may be seen lying at the Levee; and, except in the summer months, its wharves are thronged with hundreds of ships and sailing-



New Orleans.

craft from all quarters of the globe. New Orleans is the chief cotton-mart of the world; and, besides cotton, it sends abroad sugar, tobacco, flour, pork, etc., to the total value in 1874 of \$93,715,710. Its imports of coffee, sugar, salt, iron, dry-goods, liquors, etc., amounted in 1874 to \$14,533,864. The manufactures of the city are not extensive.

Hotels, Restaurants, and Clubs.—The *St. Charles Hotel*, bounded by St. Charles, Gravier, and Common Sts., is one of the institutions of New Orleans, and one of the largest and finest hotels in the United States (\$5 a day). The *St. Louis* is located in St. Louis St. between Royal and Chartres, in the French quarter. It once held the same high rank as the St. Charles, but since 1874 it has been used as a State-House. The old dining-hall is one of the most beautiful in the country, and the great inner circle of the dome is richly frescoed with allegorical scenes and busts of eminent Americans. The *St. James* (\$4 a day), in Magazine St., between Gravier and Natchez, is a large and comfortable house. The *City Hotel* (\$4 a day), cor. Camp and Common Sts., is much frequented by merchants and planters.

Of restaurants New Orleans is said to have the best in America; in many of them is practised the famous creole *cuisine* of ante-war times. The most noted are *Moreau's*, in Canal St.; *Victor's*, 38 and 40 Bourbon St.; *John's*, 16 and 18 Bourbon St.; *Antoine's*, 65 St. Louis St.; *Denechaud's*, 8 Carondelet St.; and *McCloskey's*, 70 and 72 St. Charles St. In the French quarter *cafés* are to be found in nearly every block.

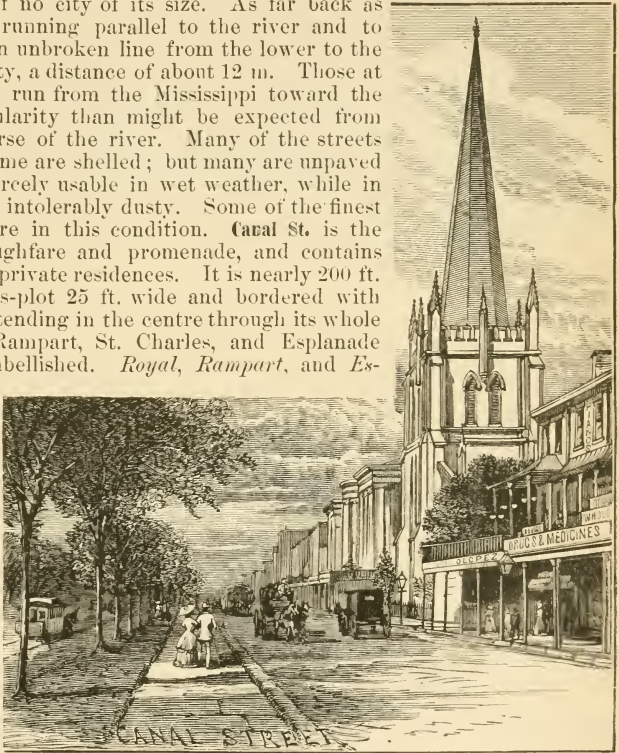
There are about 20 clubs in the city, prominent among which are the Boston, Pickwick, Shakespeare, and Jockey Clubs. The *Jockey Club* has a beautiful house and highly decorated and cultivated grounds near the fair-grounds. The *Shakespeare Club* gives occasional dramatic entertainments which are always largely and fashionably attended. The privileges of these as well as of the Social Club are obtained by introduction by a member.

Modes of Conveyance.—*Horse-cars* afford easy means of access to all parts of the

city and to the principal suburbs (fare from 5 to 7 cts.). *Omnibuses* attend the arrival of trains and steamers, and convey passengers to the hotels, etc. (fare 50 cts.). *Carriages* can be found at the stands in front of the St. Charles and other leading hotels. Fare \$2 an hour; \$5 for the forenoon or afternoon. The best plan for strangers is to hire a suitable conveyance by the hour and discharge at the end of each trip. *Ferries* connect the city with Algiers, Maedonough, and Gretna, on the E. side of the river.

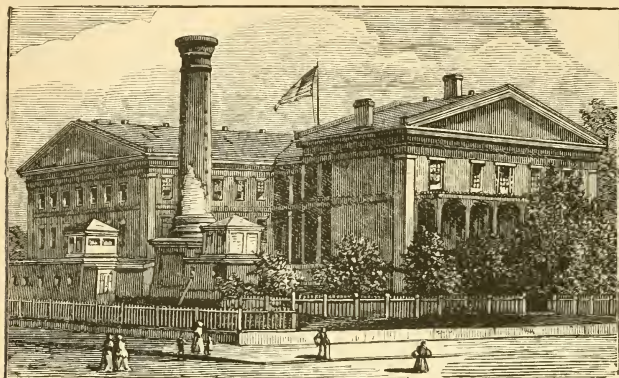
Streets and Drives.—The streets of New Orleans, in width and general appearance, are second to those of no city of its size. As far back as Claiborne St. those running parallel to the river and to each other present an unbroken line from the lower to the upper limits of the city, a distance of about 12 m. Those at right angles to them run from the Mississippi toward the lake with more regularity than might be expected from the very sinuous course of the river. Many of the streets are well paved and some are shelled; but many are unpaved and consequently scarcely usable in wet weather, while in dry weather they are intolerably dusty. Some of the finest streets of the city are in this condition. **Canal St.** is the main business thoroughfare and promenade, and contains many fine stores and private residences. It is nearly 200 ft. wide, and has a grass-plot 25 ft. wide and bordered with two rows of trees, extending in the centre through its whole length. Claiborne, Rampart, St. Charles, and Esplanade Sts., are similarly embellished. *Royal, Rampart, and Esplanade Sts.*, are the principal promenades of the French quarter.—The favorite drive is out the *Shell Road* to Lake Pontchartrain, past the celebrated Metairie race-track. It presents a highly-animated spectacle on Sunday afternoons.

Public and Prominent Buildings.—New Orleans is not rich in architecture, but there are a few imposing buildings. Chief among these is the **Custom-House**, which, next to the Capitol at Washington, is the largest building in the United States. This noble structure is built of Quincy granite brought from the Massachusetts quarries. Its main front on Canal St. is 334 ft.; that on Custom-House St., 252 ft.; on the new Levee, 310 ft., and on the old Levee, 297 ft. Its height is 82 ft. The Long Room, or chief business apartment, is 116 by 90 ft., and is lighted by 50 windows. The building was begun in 1848, and is not yet entirely finished. The *Post-Office* occupies the basement of the Custom-House, and is one of the most elegant and commodious in the country. The *U. S. Branch Mint* stands at the cor. of Esplanade and New Levee Sts. It is built of brick, stuccoed in imitation of brown-stone, in the Ionic style, and, being 282 ft. long, 180 ft. deep, and three stories high, presents an imposing appearance. No coining has been done there since the war, but Congress has taken steps to recommence operations. The window, under the front portico of the main building, from which Mumford was hung by order of General Butler, June 7, 1862, is still pointed out. The **City Hall**, at the intersection of St.



Canal Street.

Charles and Lafayette Sts., is the most artistic of the public buildings of the city. It is of white marble, in the Ionic style, with a wide and high flight of granite steps leading to an elegant portico supported by eight columns. The State and City Libraries occupy suitable rooms in this building. The *Court-Houses* are on the r. and l. of the Cathedral, in Jackson Square. They were constructed toward the close of the last century, through the liberality of the founder of the Cathedral, Don Andre Almonaster, and



United States Mint.

are conspicuous for their quaint style of architecture, which is Tusco-Doric. The *City Prisons*, which comprise a county jail and a police jail, are in Orleans and Ann Sts., opposite the Market-Place. They are of brick plastered to imitate granite, and three stories high. The *Merchants' Exchange*, a handsome marble structure in Royal St. near Canal, was formerly a place of great resort, but since the removal of the Post-Office to the Custom-House its glory has departed, and it exists now in little more than name. *Masonic Hall*, cor. St. Charles and Perdido Sts., is an imposing edifice, 103 by 100 ft. *Odd-Fellows' Hall* is a massive square structure at the cor. of Camp and Lafayette Sts., facing Lafayette Square. It is of brick, stuccoed and painted white, four stories high, and cost \$210,000. On the second floor is the finest concert-hall in the South. *Exposition Hall* is a spacious building in St. Charles St., between Julia and Girod, in which are given floral displays and other exhibitions. The St. Charles and St. Louis Hotels, which are among the largest and finest edifices in the city, have already been mentioned. The former has a spacious balcony and portico, lofty and handsome Corinthian pillars, and a large and tasteful rotunda. The *Mechanics' Institute*, in Dryades St. near Canal, is among the finest buildings in the city. The *Pontalba Buildings* are immense brick structures occupying the E. and W. sides of Jackson Square.

Theatres and Places of Amusement.—The *French Opera-House*, cor. Bourbon and Toulouse Sts., is a well-arranged building of modern construction. It has seats for 2,000, and is fitted up in the style of the Théâtre Français, Paris. The *Academy of Music*, in St. Charles St., between Perdido and Commercial Sts., is the usual place for star performances. The *St. Charles Theatre*, in St. Charles St., between Perdido and Poydras, is handsomely appointed, and has a good company. The *National* (or *Globe*) *Theatre* is at the cor. of Perdido and Baronne Sts.; and the *Varieties Theatre*, in Canal St. Besides the theatres, there are a score or more of halls in which entertainments of various kinds are given. The principal of these are the *Masonic Hall*, *Odd-Fellows' Hall*, and *Exposition Hall*, previously mentioned; *St. Patrick's Hall*, in Camp St., opposite Lafayette Square; and *Grünevald Hall*, in Baronne St., near Canal. *Horse-races* occur at Metairie Race-course and Oakland Race-course (both reached by Shell Road).

Churches.—The most famous church edifice in New Orleans is the old **Cathedral of St. Louis** (Roman Catholic), which stands in Chartres St., on the E. side of Jackson Square. It has an imposing façade surmounted by a lofty steeple and flanked by two towers, each surmounted by a smaller steeple. The foundation was laid in 1792, and the building completed in 1794, by Don Andre Almonaster, perpetual *regidor* of the province. It was altered and enlarged in 1850, from designs by De

Louilly. The paintings on the roof of the building are by Canova and Rossi. The *Church of the Immaculate Conception* (Jesuit), cor. Baronne and Common Sts., is a striking edifice in the Moorish style of architecture. High mass, both here and at the Cathedral, at 10 o'clock every Sunday. *St. Patrick's* (Roman Catholic) is a fine Gothic structure in Camp St., N. of Lafayette Square. Its tower, 190 ft. high, was modeled after that of the famous minster at York, England. The church of *St. John the Baptist*, in Dryades St., between Olio and Callopie, which was opened in 1872, is a very elegant building. The most fashionable Episcopal churches are *Trinity*, cor. Jackson and Coliseum Sts., and *St. Paul's*, cor. Camp and Gaiennie Sts. The latter is a handsome specimen of the Gothic style, and has a rich interior. *Annunciation Church*, overlooking Annunciation Square, is a fine edifice. The oldest of the Episcopal organizations, dating back to 1806, is *Christ Church*, cor. Canal and Rampart Sts. The *First Presbyterian*, fronting on Lafayette Square, is a fine structure in the Greco-Doric style, much admired for its elegant steeple. The *McGhee Church*, in Carondelet St., near Lafayette, is the principal of the Methodist Episcopal churches South. The *Unitarian Church*, cor. St. Charles and Julia Sts., is a handsome building. The *Temple Sinai* (Jewish synagogue), in Carondelet St., near Callopie, is one of the finest places of worship in the city. Party-colored bricks and pointing give its walls a light, airy appearance, and it has a handsome portico, flanked by two towers capped with tinted cupolas. The Gothic windows are filled with beautifully stained glass. *St. Antoine's Chapel*, cor. Rampart and Conti Sts., is generally known as the "Mortuary Chapel," all funeral ceremonies of resident Catholics being performed here. One of the most interesting relics of the early church history of New Orleans is the old Ursuline Convent, in Condé St. This quaint and venerable building was erected in 1787, during the reign of Carlos III., by Don Andre Almonaster. It is now occupied by the bishop, and is known as the "Bishop's Palace."

Educational and Charitable Institutions.—The *University of Louisiana* is in Common St., near Baronne, and occupies the entire front of the block. Only two departments, law and medicine, have been organized, but these are of a very high order, and are largely attended. The Medical College, which stands in the centre of the block, has a façade of 100 ft. It contains a large anatomical museum, and extensive and valuable collections of many kinds. *Straight University* is exclusively for colored students, and gives instruction of good grammar-school grade. There are 80 public schools, and numerous private ones, mostly Roman Catholic.

The *Charity Hospital*, in Common St., between St. Mary's and Gironde, is one of the noblest buildings in the city, and one of the most famous institutions of the kind in the country. It was founded in 1784, has stood on its present site since 1832, and has accommodations for 500 patients. The *Hôtel Dieu*, $\frac{1}{2}$ m. farther back from the river, is a very fine hospital established by the Sisters of Charity, and supported entirely by receipts from patients, some of whom are, nevertheless, beneficiary. It occupies a full square, and is surrounded by a well-kept garden of shrubbery and flowers. The *Maison de Santé*, cor. Canal and Claiborne Sts., long one of the most noted infirmaries of New Orleans, is now deserted, and, like the *U. S. Marine Hospital* (cor. Common and Broad Sts.), which has not been used since 1860, is rapidly falling into decay. Other prominent charitable institutions are the *Poydras Female Orphan Asylum*, in Magazine St., the *St. Anna's Widows' Asylum*, the *St. Vincent Orphan Asylum*, the *Indigent Colored Orphan Asylum*, and the *German Protestant Asylum*. The ruins of the *Touro Almshouse*, burned during the war by colored troops, who had used it for barracks, occupy a prominent *locale* on the Levee at the S. end of the city.

Public Squares and Cemeteries.—There are 10 public squares in the city, most of them inclosed with iron railings, but some barely more than in embryo. The largest of these inclosures is the *City Park*, near the N. E. boundary (reached by Canal St. and Ridge Road cars). It embraces 150 acres, tastefully laid out, but is little frequented. *Jackson Square* (formerly known as the *Place d'Armes*), covering the centre of the river-front of the old Town Plot, now First District, is the favorite resort. It is adorned with beautiful trees and shrubbery, and shell-strewn paths, and in the centre stands Mills's equestrian statue of General Jackson. The imposing

fronts of the cathedral and courts of justice are seen to great advantage from the river-entrance to the square. *Lafayette Square*, in the Second District, bounded by St. Charles and Camp Sts., is another handsome inclosure. The fine marble front of the City Hall, the tapering spire of the Presbyterian Church, and the massive façade of Odd-Fellows' Hall, present a striking appearance. In the square is a fine white-marble statue of Franklin, by Hiram Powers. In Canal St., between St. Charles and Royal, is a colossal bronze statue of Henry Clay, by Hart. *Douglas Square* is beautifully laid out and well kept. *Annunciation Square* and *Tivoli Circle*, at the head of St. Charles St., are worth a visit. There are some handsome private residences in the neighborhood of the former.

The *Cemeteries* of New Orleans are noteworthy for their unique arrangement and peculiar modes of interment. From the nature of the soil, which is semi-fluid at a depth of 2 or 3 ft. below the surface, all the tombs are aboveground. Some of these are very costly and beautiful structures, of marble, iron, etc.; but the great majority consist of cells, placed one above another, generally to the height of 7 or 8 ft. Each cell is only large enough to receive the coffin, and is hermetically bricked up at its narrow entrance as soon as the funeral rites are over. In most instances a marble tablet, appropriately inscribed, is placed over the brickwork by which the vault (or "oven," as it is called here) is closed. There are 33 cemeteries in and near the city; of these the *Cypress Grove* and *Greenwood*, on the Metairie Ridge, at the N. end of Canal St., are best worth visiting. *St. Louis Cemetery No. 1*, at the cor. of Basin and St. Louis Sts., contains some fine monuments, of which the more noteworthy are the vaults of the "Société Française de Bienfaisance," "Orleans Battalion of Artillery," and "Italian Benevolent Society." The last is of white marble, and is one of the most beautiful structures of its kind in the country.

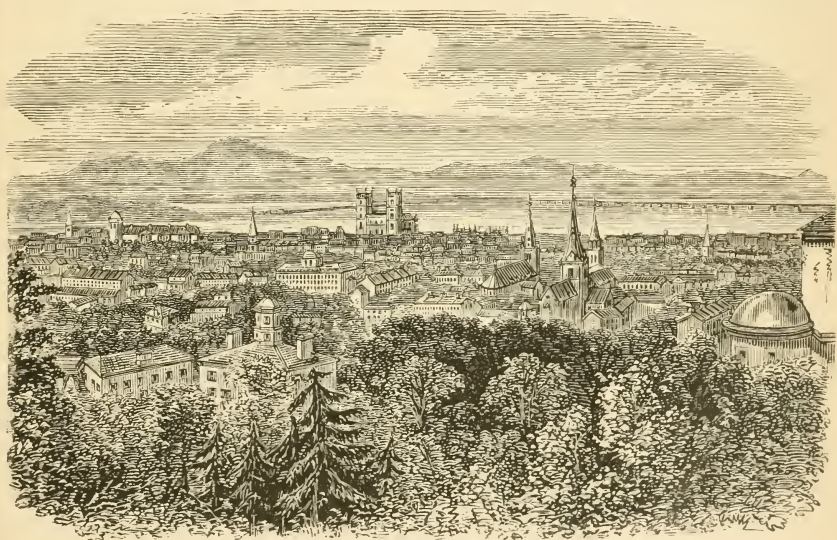
The Markets and the Levee.—The great "sight" of New Orleans, and perhaps the most picturesque to be seen in America, is the *French Market*, which comprises several buildings on the Levee, near Jackson Square. The best time to visit it is between 8 and 9 o'clock on Sunday morning, or at 6 A. M. on other days. At break of day the gathering commences, and it would seem as if all nations and tongues were represented in the motley crowd which surges in and out until near 10 o'clock. The noise, far from being unpleasant, however, is musical to the stranger's ears; and nowhere else will he find such an infinite variety of articles exposed for sale. Fruits are especially abundant and various, embracing all the products of both temperate and tropical regions, and the flowers are wonderful to behold. French is the prevailing language, and it will be heard in every variety, from the silvery elegance of the polished creole to the childish jargon of the negroes. The *Levee* affords the visitor one of the most striking and characteristic sights of the Crescent City. For extent and activity it has no equal on the continent. The best points from which to obtain a view of the city and its environs are the roof of the St. Charles Hotel and the tower of St. Patrick's Church.

Suburbs.—The *Battle-field*, the scene of General Jackson's great victory over the British, Jan. 8, 1815, is the most interesting spot in the vicinity of New Orleans. It lies $4\frac{1}{2}$ m. S. of Canal St., and may be reached either by carriage along the Levee or by horse-cars. It is washed by the waters of the Mississippi, and surrounded by cypress-swamps and canebrakes. A marble monument, 70 ft. high and yet unfinished, occupies a suitable site overlooking the ground, and serves to commemorate the victory. A National Cemetery occupies the S. W. corner of the field. Between the Battle-field and the city the *Ursuline Convent*, an imposing building, 200 ft. long, overlooks the river. A nunnery and chapel are attached to the convent. *Lake Pontchartrain*, 5 m. N. of the city, is famous for its fish and game. It is 40 m. long and 24 m. wide, and from 16 to 20 ft. deep. It is reached by the Lake Railway every hour, or by drive on the Shell Road. The swamps which lie between the city and the lake are covered with a thick growth of cypress and other trees peculiar to this locality. *Carrollton*, in the northern suburbs, has many fine public gardens and private residences. *Algiers*, opposite New Orleans, has extensive dry-docks and ship-yards. Communication by ferry. *Gretna*, on the same side, is a pretty rural spot, abounding in pleasant, shady walks.

MONTREAL.

(Montreal may be reached from New York *via* Hudson River or Harlem Railway to Albany, and thence *via* Rensselaer & Saratoga R. R. through Vermont [Burlington and Rutland]. Distance, 335 m.; time, about 12 hours; fare, \$12. Also *via* preceding route to Whitehall, and thence by steamer on Lake Champlain. Or by same route to Plattsburg, on Lake Champlain, and thence by steamer. From Boston, Montreal is reached *via* Lowell and Vermont Central R. R. Distance, 334 m.; time, 14 hours. Or *via* Fitchburg and Rutland, 344 m. Or *via* Portland & Grand Trunk R. R., 405 m. From the West, *via* Detroit and the Grand Trunk R. R.)

MONTREAL, the largest city and commercial metropolis of British North America, is situated on an island of the same name, at the confluence of the Ottawa and St. Lawrence Rivers, in lat. $45^{\circ} 31' N.$ and lon. $73^{\circ} 35' W.$ It derives its name from Mont Réal, or Mount Royal, which rises 750 ft. above the river, and closes the city in on that side. Including its suburbs, Montreal stretches along the river for 2 m., from S. E. to N. W., and for some distance extends from one to two miles inland. The houses are built mostly of a grayish limestone from adjacent quarries, and with its tall spires and glittering roofs and domes, and the beautiful villas that stud its lofty background, the city presents as picturesque a panorama as is to be seen on the entire continent. The quays of Montreal are built of



View of Montreal from Mount Royal.

solid limestone, and, uniting with the locks and cut-stone wharves of the Lachine Canal, they present for several miles a display of continuous masonry which has few parallels. Unlike the levees of the Ohio and Mississippi, no unsightly warehouses disfigure the river-side. A broad stone esplanade, or terrace, the parapets of which are surmounted with a substantial iron railing, forms the river-front. *St. Paul St.*, the chief commercial thoroughfare, extends along the river the whole length of the city. Other important business streets are *St. James*, *McGill*, *Notre-Dame*, and *Commissioner Sts.* The fashionable promenades are *Great St. James* and *Notre-Dame Sts.* The finest private residences are in the suburbs, toward Mount Royal.

The settlement of Montreal dates from 1535, when it was visited by Jacques Cartier, who named its mountain. In 1542 the first European settlers arrived, and just one century later the original Indian name ("Hochelaga") gave place to the French one of "Ville Marie," which in time was replaced by the present one, when the city came into British possession in 1761. At the latter date, Montreal was

well peopled and strongly fortified; nevertheless it was captured by the Americans under General Montgomery, in November, 1775, and held by them until the following summer. In 1779, Montreal contained about 7,000 inhabitants. In 1861 the population had increased to 90,323, and in 1871 to 107,225. The commerce of Montreal is very large, as, though it is 600 m. from the sea, its advantageous position at the head of ship-navigation on the St. Lawrence, and at the foot of the great chain of improved inland waters extending from the Lachine Canal to the western shores of Lake Superior, has made it the chief shipping-port of the Dominion of Canada. In 1873, its imports were valued at \$44,320,646, and its exports at \$19,679,118. The manufactures are various and important, the principal being axes and saws, steam-engines, printing-types, India-rubber shoes, paper, furniture, woollens, cordage, and flour.

Hotels: The *St. Lawrence Hall*, a spacious and handsome house in Great St. James St.; the *Ottawa House*, cor. St. James and Notre-Dame Sts.; the *Donnegana House*, in Notre-Dame St.; the *Montreal House*, on Custom-House Square, opposite the Custom-House; and the *Albion Hotel*, in McGill St. Besides these there are numerous *cafés* and lodging-houses on a smaller scale.

Modes of Conveyance.—*Horse-cars* traverse the city in all directions, and afford an easy access to any desired point. *Carriages* wait at the depot and steamboat-landings, and at various stands in the city. Their charges are: One-horse carriage for 1 or 2 persons, 25c. a course within the city limits, or 50c. an hour; for 3 or 4 persons, 40c. a course, 75c. an hour. Two-horse carriage, for 1 or 2 persons, 40c. a course, 75c. an hour; for 3 or 4 persons, 50c. a course, \$1 an hour.

Public and Prominent Buildings.—The most imposing public building in the city is the *Bonsecours Market*, a fine stone edifice in the Doric style, fronting on the river at the cor. of St. Paul and Water Sts. It is three stories high, and is surmounted by a dome, the view from which is extremely fine. In one of the upper stories are the city council-chamber and the offices of the Corporation, and a concert or ball room capable of accommodating 4,000 people. The *Custom-House*, on the site of an old market-place between St. Paul St. and the river, is a spacious and massive structure, with a fine tower. The *Post-Office* is a beautiful cut-stone edifice in Great St. James St., near the Place d'Armes. The *Court-House*, in Notre-Dame St., is a large and elegant building in the Ionic style, 300 by 125 ft., and erected at a cost of \$300,000. It contains a law library of 6,000 volumes. Back of it is the *Champ de Mars*, a fine military parade-ground. The *Merchants' Exchange* is a handsome structure, in the modern Italian style, in St. Sacrament St. It contains a large and comfortable reading-room, well supplied with English and American newspapers and periodicals, all at the service of the stranger when properly introduced. The handsome buildings of the *Bank of Montreal* and the *City Bank* stand side by side on the Place d'Armes. The first is a fine example of the Corinthian style. Fronting on the same square are the *Masonic Hall*, the home of the Grand Lodge of Masons of Canada, and the elegant *Ontario Bank*. Fronting on Victoria Square, at the intersection of St. James and McGill Sts., is the fine building of the Young Men's Christian Association. The *Crystal Palace* is a large building of small architectural pretensions, in St. Catherine St. near University, in which are exhibited the industrial products of the different provinces. *Mechanics' Institute*, in Great St. James St., is an elegant structure in the Italian style, with an elaborately-decorated lecture-room.

Churches.—No American city equals Montreal in the size and magnificence of its church-edifices. The Roman Catholic cathedral of *Notre-Dame*, fronting on the Place d'Armes, is the largest on the continent, being 241 ft. long and 135 ft. wide, and capable of seating from 10,000 to 12,000 persons. It is of stone, in the Gothic style, and has six towers, one at each corner and one in the middle of each flank. The two on the main front are 213 ft. high, and in one of them is a fine chime of bells, the largest of which (the "Gros Bourdon") weighs 29,400 pounds. The view from the tower, which is generally open to visitors, is very extensive. Even this huge structure will be surpassed in size by the new cathedral (Roman Catholic) now in course of erection at the cor. of Dorchester and Cemetery Sts., after the plan of St. Peter's, at Rome. *Christ Church Cathedral* (Episcopal), in St. Catherine St., is the

most perfect specimen of English-Gothic architecture in America. It is cruciform, built of rough Montreal stone with Caen-stone facings, and is surmounted by a spire 224 ft. high. The interior decorations are extremely rich. The Bishop's Church (Roman Catholic), in St. Denis St., is a very elegant structure in the pointed Gothic style, known as the *St. James*. *St. Patrick's Church* (Roman Catholic) occupies a commanding position at the W. end of Lagachetière St. It has seats for 5,000 persons, and its handsome Gothic windows are filled with stained glass. The *Church of the Gesù* (Jesuit), in Bleury St., has the finest interior in the city. The vast nave (75 ft. high) is bordered by rich composite columns, and both walls and ceiling are beautifully painted and frescoed. Other important Roman Catholic churches are the *Recollect*, in Notre-Dame St., the *Bonsecours*, near the great market, and *St. Mary's*, in Griffintown. There are also chapels attached to all the nunneries, in some of which excellent pictures may be seen. Besides Christ Church Cathedral, the principal Episcopal churches are *Trinity*, a fine stone edifice in the early English-Gothic style, in St. Paul St.; *St. George's*, in St. Joseph St.; *St. Thomas's*, in St. Mary's St.; and *St. Stephen's*, in Griffintown. *St. Andrew's Church* (Presbyterian), in Radegonde St., is a beautiful specimen of Gothic architecture, being a close imitation of Salisbury Cathedral, though of course on a greatly reduced scale. Near by is the *Church of the Messiah* (Unitarian), a lofty and spacious building. *Zion Church* (Independent), in Radegonde St. near Victoria Square, was the scene of the sad riot and loss of life on the occasion of Gavazzi's lecture in 1852. The *Wesleyan Methodist*, in Dorchester St., is a graceful building in the English-Gothic style; and the same denomination have a large and handsome building in St. James St., and others in Griffintown.

Educational and Charitable Institutions, Nunneries, etc.—First among the educational institutions is the university, or *McGill College*, which is beautifully situated at the base of Mount Royal, overlooking the city. The museum of this college is one of the finest in the country. The *Museum of the Natural History Society*, another valuable collection, is near the Crystal Palace (admission, 25c.). The *Geological Museum* is in a large building fronting on the Champ de Mars. A short distance W. of McGill College, in Sherbrooke St., is the large and stately building of the ecclesiastical *Seminary of St. Sulpice*, for the education of Catholic priests. Another Seminary of St. Sulpice (founded in 1657), adjoining the cathedral of Notre-Dame, is 132 ft. long by 29 deep, and is surrounded by spacious gardens and court-yards. The *Dominion Military School* is an immense building fronting on the Champ de Mars. The *Asylum for the Blind*, in St. Catherine St., near St. George, has a fine chapel in the Romanesque style with richly-frescoed interior. The *Hôtel Dieu*, founded in 1644 for the cure of the sick, is a vast and imposing building just outside the city limits (reached by Main St.). *St. Patrick's Hospital*, in Dorchester St., at the W. end of the town, is another spacious structure. Both of these establishments are under the charge of the Sisters of St. Joseph. There are numerous other benevolent institutions in the city not calling for special mention.

The *Gray Nunnery* (founded in 1692 for the care of lunatics and children) is a vast cruciform building in Dorchester St. The *Black, or Congregational Nunnery*, in Notre-Dame St. near the Place d'Armes, dates from 1659, and is devoted to the education of young persons of the female sex. At Longue Pointe, a short distance from Montreal, is the great *Convent of the Holy Name of Mary*. The stranger desirous of visiting either of the nunneries should apply to the Lady Superior for admission, which is seldom refused.

Miscellaneous Places of Interest.—"The lion *par excellence* of Montreal, the eighth wonder of the world," as it has been called, is the *Victoria Bridge*, which spans the St. Lawrence, connecting the city on the island with the mainland to the S. Its length is 9,194 ft., or nearly 2 m. It rests, in this splendid transit, upon 23 piers and 2 abutments of solid masonry, the central span being 330 ft. long. The massive iron tube through which the railway-track is laid is 22 ft. high and 16 ft. wide. The total cost of the bridge was \$6,300,000. It was formally opened with great pomp and ceremony by the Prince of Wales, during his visit to America in the summer of 1860. The view of Montreal from the bridge should not be missed. The

Water-Works, a mile or so above the city, are extremely interesting for their own sake, and for the delightful scenery in the vicinity. The old *Government-House*, in Jacques Cartier Square, and the *Nelson Monument* near by, are objects of interest, though the monument is in a rather dilapidated condition. The *Mount Royal Cemetery* is 2 m. from the city, on the N. slope of the mountain. From the high-road round its base, a broad avenue gradually ascends to this pleasant spot. The best views of Montreal and its neighborhood are obtained by taking the famous drive "*Around the Mountain*," 9 m. long. No visitor to Montreal should fail to see the *Lachine Rapids*. They may be reached by carriage, but the most advantageous way of seeing them is to take the 7 A. M. train (from Bonaventure station) to Lachine, get on the steamer there, and return through the Rapids to Montreal, arriving at 9 A. M.

The "ice-shove," a most imposing spectacle, may be witnessed by those travelers who arrive at Montreal toward the beginning of April. This strange phenomenon results from the crowding of the ice about a mile below the city, where the channel of the river is comparatively narrow; there it is *packed, piled, and frozen* into a solid mass of twenty to thirty feet in thickness, which, when lifted by the rising waters above, and set in motion again by the whole hydraulic power of the gigantic stream, rushes onward until again impeded by the banks of the narrowing river. The lateral pressure it there exerts forces the *bordage* up on the land, where it not unfrequently accumulates to the height of 50 feet.

QUEBEC.

(Quebec is reached from Montreal *via* Grand Trunk Railway. Distance, 178 m.; time, 8 hrs. Also *via* steamer on the St. Lawrence River. Distance, 265 m. Fare, first class, including stateroom and meals, \$3; second class, without meals, \$1. The steamer is much preferable in summer, as it enables the traveler to see the fine scenery of the river.)

QUEBEC, the oldest, and, after Montreal, the most important city in British North America, is situated on the N. W. bank of the St. Lawrence River, at its confluence with the St. Charles, nearly 400 m. from the Gulf of St. Lawrence. The city is built on the northern extremity of an elevated tongue of land which forms the l. bank of the St. Lawrence for several miles. Cape Diamond, so called from the numerous quartz crystals formerly found there, is the loftiest part of the headland, 333 ft. above the stream, and is crowned with the vast fortifications of the *Citadel*. These occupy about 40 acres, and are considered so impregnable that they have obtained for Quebec the appellation of the "Gibraltar of America." From the Citadel a line of wall runs westward toward the cliffs overhanging the valley of the St. Charles, and is thence continued around the brow of the promontory till it connects once more with Cape Diamond near the Governor's Garden. This circuit is nearly 3 m. in extent, and is pierced by five gates, now dismantled. The walls and ramparts outside of the Citadel proper, though still mounted with cannon, are no longer kept in repair. The city is divided into the Upper and Lower Town, the ascent from the latter being by a very steep and winding street (Mountain St.) through Prescott Gate. The Upper Town comprises the walled city with the two suburbs of St. Louis and St. John, between the walls and the Plains of Abraham. The Lower Town is built around the base of the promontory, and constitutes the business quarter. A very large part of the city within the walls, or the Upper Town proper, is taken up with the buildings and grounds of great religious corporations, the Seminary and Laval University, the Ursulines and the Hôtel Dieu, and the ancient Jesuit college, founded in 1633 and occupied as a barracks after 1812. Over the remaining irregular surface, not covered by fortifications, are crowded the quaint mediæval streets and dwellings, built generally of stone, two or three stories high, and roofed, like the public buildings, with shining tin. The suburbs of St. Louis and St. John stretch southward and westward along the plateau, and are constantly encroaching on the historic Plains of Abraham. They contain many beautiful private residences, and several large conventual establishments and churches. The Lower Town proper is the most ancient part of Quebec. Here, around the venerable church of Notre-Dame des Victoires and the Champlain Market, are the

principal wharves, and steamboat and ferry landings. It is the busiest and most crowded mart of the city, and a conglomeration of irregular streets. Clustered around the base of the cliff, beneath the guns of the grand battery 200 ft. above, are



Quebec.

the great commercial establishments, the banking-houses, wholesale stores, and bonded warehouses. *St. Paul St.* stretches westward on the narrow strand between the cliff and the bay, amid breweries, distilleries, and manufactories, till it meets, near the mouth of the *St. Charles*, *St. Joseph St.*, the main artery of the large suburb of *St. Roche*. *St. Roche* and *Boisseauville* are the homes of the laboring classes. On the banks of the *Charles River* are the principal ship-yards; and the numerous coves of the *St. Lawrence* are filled with acres of vast lumber-rafts. On the opposite shore of the *St. Lawrence* are the populous towns of *South Quebec*, *New Liverpool*, and *Point Levi*, which present a scene of activity scarcely surpassed by the city itself.

The site of *Quebec* was visited by *Cartier* in 1534, and the city was founded by *Champlain* in 1608. It was taken by the English in 1629, and restored to France by the treaty of 1632. In 1690 the neighboring English colonies made an unsuccessful maritime expedition against it; and in 1711 the attempt was renewed, with no better success. In 1734 the city had, including its suburbs, 4,603 inhabitants. In 1759, during the *Seven Years' War*, the English, under *General Wolfe*, attacked the city and bombarded it. On *Sept. 13th* took place the first battle of the *Plains of Abraham*, in which both *Wolfe* and *Montcalm*, the French commander, fell, and England gained at one blow an American empire. The French, indeed, recaptured the city the next spring, but at the treaty of peace in 1763 *Louis XV.* ceded the whole of *New France* to the English. In December, 1775, a small American force, under *General Montgomery*, attempted its capture, but failed, after losing 700 men and their commander. The population of the city at that time was only 5,000. In 1861 it was 59,990, and in 1871 59,699, the decrease being attributed to the withdrawal of the British troops forming the garrison. *Quebec* has a large maritime commerce, and is one of the greatest lumber and timber markets on the American Continent. The principal articles of manufacture are ships, saw-mill products, boots and shoes, bakery products, furniture, and foundry products and machinery.

Hotels: The *St. Louis Hotel* (\$3 to \$4 day), in *St. Louis St.* near *Durham Terrace*; the *Russell House*, cor. *Ann* and *Garden Sts.*; the *Stadacona House*, in *Palace St.*; and the *Blanchard Hotel*, in the *Lower Town*. The two latter are inexpensive, and frequented by business-men, etc.

Modes of Conveyance.—*Horse-cars* traverse the streets along the river in the Lower Town and extend to the suburbs. *Carriages* or *calèches* may be hired at the livery-stables. The *calèche*, a two-wheeled one-horse apparatus, is the usual vehicle, and costs about 75c. an hour. *Ferries* connect the city with South Quebec, New Liverpool, and Point Levi, on the opposite side of the St. Lawrence, and run three times a day to the Isle of Orleans.

Public and Prominent Buildings.—The only important public buildings in the Lower Town are the Custom-House, the Merchants' Exchange, and Champlain Market. The **Custom-House** is reached by St. Peter St., and occupies the very apex of the point made by the confluence of the St. Lawrence and the St. Charles Rivers. It is an imposing Doric edifice, with a dome, and a façade of noble columns, approached by a long flight of steps. *Champlain Market* is a spacious and handsome stone building on the river-bank, near Champlain St. The other principal buildings are in the Upper Town. The *Post-Office* is in St. Anne St., and near by is the *Bishop's Palace*, a stately and elegant structure. The **Parliament-House** is a large but unpretentious building, to the r. from Mountain St., just inside the ramparts of the Upper Town. It occupies the site of Champlain's fort and the old Episcopal palace. The *Court-House* is a massive edifice of stone, fronting on St. Louis St. near the Protestant Cathedral. A short distance beyond, on the same street, is the *Masonic Hall*, opposite which is the large and imposing *St. Louis Hotel*. In the centre of the Upper Town **Market Square** is surrounded by more or less striking buildings. On the E. side are the Cathedral and the extensive buildings of the Seminary of Quebec, which will be described further on; and on the W. side are the vast and ancient *Jesuits' College* buildings, dating in part from 1646, and now used for barracks. The square itself presents a highly-interesting sight on market mornings, when the peasants from the neighboring country bring in their farm products. The *Artillery Barracks* form a range of stone buildings 5,000 ft. in length, fronting on St. Hélène St. near the ramparts. Other noteworthy buildings are the *City Hall*, the *Quebec Music Hall*, and the city *Theatre*, all in the Upper Town. The most frequented retail-shops are in Fabrique and St. John Sts., and about the Roman Catholic Cathedral.

Churches.—The most remarkable of these is the **Roman Catholic Cathedral**, which stands on the E. side of Market Square. It was elevated to the rank of a basilica in October, 1874, on the occasion of the second centenary of the erection of the See of Quebec. It is of cut stone, 216 ft. long and 180 wide, and capable of seating 4,000 persons. The exterior of the edifice is very plain, but the interior is richly decorated, and contains several original paintings of great value by Vandyke, Caracci, Hallé, and others. In this cathedral lie the remains of Champlain, the founder and first governor of the city. The church of *Notre-Dame des Victoires* (Roman Catholic), in the Lower Town, is noticeable for its antiquity; it was built and used as a church before 1690. The **Anglican Cathedral**, a plain, gray-stone edifice, surmounted by a tall spire, stands in the centre of a large square in St. Anne St. near Durham Terrace. Tradition points to its site as the spot where Champlain erected his first tent. Adjoining the Cathedral is the rectory and the pretty little *Chapel of All Saints*. The *Wesleyan Church*, in St. Stanislaus St., is a fine specimen of the flamboyant Gothic style. *St. Andrew's* (Presbyterian) is a spacious stone structure in the Gothic style, situated in St. Anne St. Near by are a manse and school belonging to the same congregation. The *Chapel of the Gray Nuns*, on the Glacis, W. of the ramparts and adjoining the Nunnery, is a lofty and elegant Gothic edifice, with a rich interior. *St. John's* (Roman Catholic), in St. John St. near St. Claire, is one of the largest churches in the city. *St. Patrick's* (Roman Catholic), in St. Hélène St., has a neat Ionic interior; and *St. Sauveur* and *St. Roche* are noteworthy churches in the suburbs. The Methodist *Centenary Chapel* is in the St. Louis suburb.

Educational and Charitable Institutions, etc.—The most important educational institution is the "Seminary of Quebec," with its offshoot, the **Laval University**. This seminary was founded in 1663, and was raised to the rank of a university in 1852. The three buildings occupied by the university are on the E. side of Market Square,

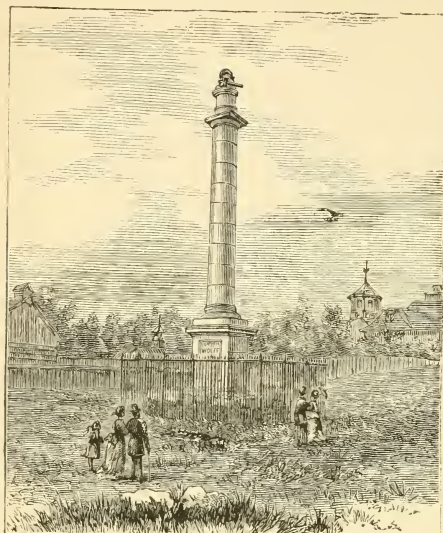
adjoining the Cathedral, and are very imposing. They are of cut stone, 576 ft. long (the main building being 286 ft.), five stories high, and cost \$240,000. The chemical laboratory is spacious, fire-proof, and provided with complete apparatus; the geological, mineralogical, and botanical collections, are very valuable; the museum of zoölogy contains upward of 1,300 different birds and 7,000 insects; and the museum of the medical department is especially complete. The library contains upward of 55,000 volumes, besides the libraries belonging to the theological and preparatory departments, amounting to about 20,000 volumes more. The gallery of paintings, lately thrown open to the public, contains 150 originals, duplicates, and copies, some of them very valuable. *Morrin College* occupies the old stone prison, in the centre of the Upper Town. In one of the halls is the extensive library of the *Quebec Historical Society*, to which the public has access. The *High-School* has 200 students and an excellent library. The *Marine Hospital*, built on the model of the Temple of the Muses on the banks of the Ilissus, is an imposing stone edifice near the St. Charles River. Close by is the *General Hospital*, an immense range of buildings. This institution was founded in 1693, and is under the charge of the nuns of St. Augustine. The *Hôtel Dieu*, with its convent and hospital, stands just outside the Palace-Gate. It was founded in 1639 by the Duchess d'Aiguillon, and in 1875 comprised 45 Sisters of the Sacred Blood of Dieppe, who minister gratuitously to 10,000 patients yearly.

The *Ursuline Convent*, in Garden St., S. of Market Square, is a striking series of buildings surrounded by extensive and beautiful grounds. This establishment was founded in 1639, and now has 40 nuns who are devoted to teaching girls, and also to painting, needlework, etc. The parlor and chapel are open to visitors, and in the latter are some fine paintings by Vandyke, Champagne, and others. The remains of the Marquis de Montcalm are buried here in an excavation made by the bursting of a shell within the precincts of the convent. The *Gray Nunnery* is a spacious building on the Glacis W. of the ramparts, and contains about 75 Sisters. The *Black Nunnery* is in the suburbs of St. Roche. Application to the Lady Superiors will usually secure admittance to the nunneries.

Miscellaneous Places of Interest.—The point to which the attention of the stranger in Quebec is first directed is *Durham Terrace*, which lies just S. of the Prescott Gate, along the edge of the cliff, towering 200 ft. above the river. It occupies the site of the old Château of St. Louis, built by Champlain in 1620, and destroyed by fire in 1834. The outlook from the Terrace is one of the finest in the world, and is of itself worth a trip to Quebec. The *Esplanade*, near the St. Louis Gate, is another attractive promenade; and the walk along the Ramparts, between the St. Louis Gate and St. John's Gate, affords prospects rivaled by few in America. The view from the *Grand Battery*, near the Laval University, is considered by many to be finer even than that from Durham Terrace; and that from the vast balcony of the University building is nearly as impressive. The *Place d'Armes*, or Parade-Ground, is a pleasant little park adorned with a fine fountain, lying between the Anglican Cathedral and Durham Terrace. Des Carrières St., running S. from this, leads to the *Governor's Garden*, in rear of the Citadel, containing an obelisk (65 ft. high) to the memory of Wolfe and Montcalm. The *Plains of Abraham* are reached *via* the St. Louis Gate; on the spot where Wolfe fell in the memorable battle of September 13, 1759, stands *Wolfe's Monument*, a modest column appropriately inscribed. A short distance to the l. is the path by which his army scaled the cliffs on the night before the battle; it is somewhat shorn of its rugged character, but is still precipitous and forbidding. On the Plains, near the St. Foy road, stands the *Monument* commemorating the victory won by the Chevalier de Lévis over General Murray in 1760. It is a handsome iron column, surmounted by a bronze statue of Bellona (presented by Prince Napoleon), and was erected in 1854. About 3 m. out on the St. Louis road is *Mount Hermon Cemetery*, 32 acres in extent, beautifully laid out on irregular ground, sloping down the precipices which overhang the St. Lawrence. All along the St. Louis and St. Foy roads are elegant private residences, surrounded by gardens.

The suburbs of Quebec present many points of interest which the tourist should not fail to visit. The *Isle of Orleans* (reached by ferry-boat) is a beautiful spot, and

the drive around it offers a succession of noble views. There are also pleasant drives to *Spencer Wood*, the Governor-General's residence in the days before Quebec was decapitalized, and to *Château-Bigot*, an antique and massive ruin, standing in solitary loneliness at the foot of the



Wolfe's Monument, Quebec.

name *chaudière*, or caldron. The *Falls of St. Anne*, in the river St. Anne, 24 m. below Quebec, are extremely beautiful, and are in the neighborhood of picturesque scenery (tri-weekly steamers from Quebec).

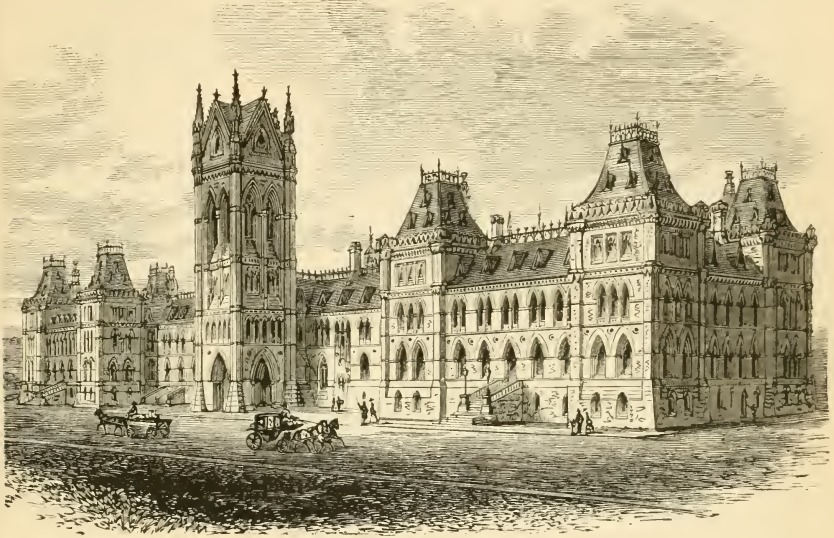
OTTAWA.

(Reached from Montreal *via* steamer up the Ottawa River [101 m.]; or *via* Grand Trunk R. R. to Prescott, and thence *via* St. Lawrence & Ottawa R. R. [170 m.]. From New York *via* New York Central to Rome, thence to Ogdensburg, and thence *via* St. Lawrence & Ottawa R. R. [447 m.]. From Boston *via* Vermont Central and Northern R. R. to Ogdensburg, thence as before [443 m.].)

Hotels: The *Russell House* (\$2.50 to \$3 a day), near the Parliament Buildings; *Daniel's Hotel* (\$2 a day), in the Upper Town; the *Albion Hotel*, on Court-House Square.

OTTAWA, the capital of the Dominion of Canada, is situated on the S. bank of the Ottawa River, at the mouth of the Rideau. It is divided into an Upper and Lower Town by the Rideau Canal, which passes through it and connects it with Kingston, on Lake Ontario. The canal is crossed within the city limits by two bridges, one of stone and one of stone and iron, and has eight massive locks. Bridges also connect Ottawa with the suburban towns of Hull and New Edinburgh, on the opposite side of the Ottawa River. The streets are wide and regular, the principal ones being *Sparks* and *Sussex*. The former is the popular promenade, and contains the leading retail-shops, etc. Horse-cars traverse the main thoroughfares, and connect the city with towns across the river (fare, 6c.). Ottawa was originally called Bytown, in honor of Colonel By, of the Royal Engineers, by whom it was laid out in 1827. It was incorporated as a city under its present name in 1854, and was selected by Queen Victoria as the seat of the Canadian Government in 1858. It has grown rapidly since the latter date, and now has a population of about 23,000. The city is the entrepot of the lumber-trade of the Ottawa and its tributaries, and has a number of large saw-mills, several flour-mills, and manufactories of iron-castings, mill machinery, agricultural implements, etc.

Ottawa is substantially built, containing many stone edifices, but the **Government Buildings** are the chief feature of the city. They form three sides of a vast quadrangle on an eminence known as Barrack Hill, 150 ft. above the river, and cost nearly \$4,000,000. The S. side of the quadrangle is formed by the *Parliament-House*, which is 472 ft. long and 572 ft. deep from the front of the main tower to



Parliament-House, Ottawa.

the rear of the library, the body of the building being 40 ft. high and the central tower 180 ft. The Departmental Buildings run N. from this, forming the E. and W. sides of the quadrangle; the Eastern block is 318 ft. long by 253 ft. deep, and the Western 211 ft. long by 277 deep. They contain the various Government bureaus, the *Post-Office* and the Model-Room of the *Patent-Office*, being in the west block. The buildings are constructed in the Italian-Gothic style, of cream-colored sandstone. The arches of the doors and windows are of red Potsdam sandstone, the external ornamental work of Ohio sandstone, and the columns and arches of the legislative chambers of marble. The roofs are covered with green and purple slates, and the pinnacles are ornamented with iron painted in brilliant colors. The legislative chambers are capacious and richly furnished, and have stained-glass windows. The *Senate-Hall* is reached to the r. from the main entrance (which is under the central tower). The viceregal canopy and throne are at one end of this hall, and at the other are a marble statue and a portrait of Queen Victoria, together with full-length portraits of George III. and Queen Charlotte by Sir Joshua Reynolds. The *Chamber of Commons* is reached to the l. from the entrance, and contains some beautiful marble columns and arches. The *Library* is a handsome polygonal structure on the N. front of the Parliament-House, containing at present about 40,000 volumes. The quadrangle is neatly laid out and planted with trees, and has a massive stone wall along its front. **Rideau Hall**, the official residence of the Governor-General, is in New Edinburgh, across the Ottawa River.

After the Government Buildings, the most important edifice in the city is the Roman Catholic **Cathedral of Notre-Dame**, which is one of the handsomest churches in Canada. It is a spacious stone structure, with double spires 200 ft. high. The interior is imposing, and contains a painting ("The Flight into Egypt") which is attributed to Murillo. Other handsome church edifices are *St. Andrew's* (Presbyterian), and *St. Patrick's* (Roman Catholic). The *Ottawa University* (Roman Catho-

lie) has a large building in Wilbrod St., and the *Ladies' College* (Protestant), a very handsome one, in Albert St. The *Gray Nunnery* is an imposing stone structure at the corner of Bolton and Sussex Sts. The *Black Nunnery* has several buildings just E. of Cartier Square. There are in the city two convents, two hospitals, three orphan asylums, and a Magdalen asylum. The eight massive *Canal Locks*, within the corporation limits, are worth a visit.

The scenery in the vicinity of Ottawa is picturesque and grand. At the W. extremity are the *Chaudière Falls*, named after those near Quebec. They are 40 ft. high and over 200 ft. wide; they are situated near the centre of the river, and the waters that flow over them are strongly compressed by the rocks that stretch out and impede them. In the great *Chaudière* (or caldron) the sounding-line has not found bottom at 300 ft. Immediately below the falls is a suspension-bridge, from which a superb view is obtained. One mile above the city are the *Little Chaudière Falls*, 13 ft. high, and 2 m. above are the rapids known as *St. Remoué*. The *De Cheine Rapids*, 8 m. above Ottawa, have a fall of 9 ft. The *Rideau Falls*, two in number, are in the N. E. portion of the city on the Rideau River, and are very attractive, though eclipsed by the grandeur of the Chaudière. It being impossible safely to run lumber over the falls, "shoots" or inclined planes have been constructed, down which the rafts rush with amazing rapidity.

TORONTO.

(Toronto is reached from Montreal by steamer on the St. Lawrence River and Lake Ontario [this is an enjoyable trip in summer]; also *via* Grand Trunk R. R. [333 m.]. From New York *via* Albany and Buffalo or Niagara Falls to Lewiston, and thence *via* steamer on Lake Ontario; or *via* New York Central and Great Western R. R. to Hamilton, and thence *via* Grand Trunk R. R. From Boston *via* any of the routes to Montreal [see "Montreal"], and thence as above. From the West *via* Detroit.)

Hotels: The *Rossin House* (\$2 to \$3 a day), cor. King and York Sts.; *Queen's Hotel* (\$3 a day), in Front St.; *Revere House* (\$1.50 a day), in King St.; and *American House*, in Yonge St.

TORONTO, the capital of the Province of Ontario, and, next to Montreal, the largest and most populous city in Canada, is situated on a beautiful circular bay on the N. W. shore of Lake Ontario, in lat. 43° 39' N., and lon. 79° 21' W. The bay is entered by a narrow opening, and is separated from the lake by a low peninsula (known as Gibraltar Point) 6 m. long, and inclosing a beautiful basin, which affords a safe and spacious harbor. The site of the city is low, but rises gently from the water's edge. The streets are regular and in general well paved, crossing each other at right angles. *King* and *Yonge Sts.* are the leading thoroughfares, and contain the principal retail shops, etc. The latter extends through a flourishing agricultural district to Lake Simcoe, 36 m. distant. Other important streets in the business quarter are Front, Queen, York, Richmond, and Bay. Many of the houses and business structures are built of light-colored brick, of a soft, pleasing tint. The growth of Toronto has been more rapid than that of any other Canadian city. It was founded in 1794 by Governor Simcoe, who gave it the name of York, changed, when it was incorporated as a city, in 1834, to Toronto—meaning in the Indian tongue, "The place of meeting." In 1813 it was twice captured by the Americans, who destroyed the fortifications and burnt the public buildings. In 1817, the population was only 1,200; in 1852, it was 30,763; in 1861, 44,821; and is now upward of 60,000. The commerce of the city is very extensive, the exports in 1871 amounting to \$2,118,978, and the imports to \$10,354,265. Its manufactures include iron and other founderies, flour-mills, distilleries, breweries, paper, furniture, etc.

The finest buildings in the city and among the finest of the kind in America are those of the **University of Toronto**, standing in a large park, and approached by College Ave., which is $\frac{1}{2}$ m. long and lined with double rows of noble trees. The buildings form three sides of a large quadrangle. They are of gray rubble-stone, trimmed with Ohio and Caen stone, and are admirable specimens of the pure Norman architecture. In the centre of the S. façade is a massive tower 120 ft. high, through which is the main entrance. The University was founded in 1827, has a liberal

endowment; and possesses a library of 20,000 volumes, a fine Museum of Natural History, and a completely-equipped laboratory. It has 14 instructors and 32 schol-



University of Toronto.

arships. *Knor College*, a Presbyterian institution, is a short distance N. of the University. Adjoining the University grounds on the E. is the **Queen's Park**, comprising about 50 acres skillfully laid out and pleasantly shaded. In the Park is a fine bronze statue of Queen Victoria, and a monument (consisting of a brown-stone shaft surmounted by a colossal marble statue of Britannia) to the memory of the Canadians who fell in repelling the Fenian invasion of 1866. The *Post-Office*, an elegant stone building in the Ionic style, stands at the head of Toronto St. The *City Hall*, in Front St. near the lake-shore, is an unpretentious structure in the Italian style, standing in the midst of an open square. Near by is the spacious *Lawrence Market*. The *Custom-House* is a large building in Front St. near the harbor; and the *Court-House* is in Church St. **Osgoode Hall**, in Queen St., is an imposing building of the Grecian-Ionic order, containing the Provincial law courts and an excellent law library. The *St. Lawrence Hall*, in King St., is a stately stone structure in the Italian style, surmounted by a dome, and containing a public hall, news-room, etc. The *Masonic Hall*, an ornate stone building, is in Toronto St. near the Post-Office. The *Merchants' Exchange*, in Wellington St. near Church, is a new and elegant building in the Italian style, and is an interesting place to visit during business hours.


The **Cathedral of St. James** (Episcopal), cor. King and Church Sts., is a spacious stoneedifice in the Gothic style of the thirteenth century, with an unfinished tower, a clerestory, chancel, and elaborate open roof, of the perpendicular style. It is 200 by 115 ft., and is surrounded by shady grounds. The *Cathedral of St. Michael* (Roman Catholic), in Church St. near Queen, is a lofty and spacious edifice in the decorated Gothic style, with stained-glass windows and a spire 250 ft. high. The **Wesleyan Methodist Church**, on McGill Square, is the finest church of the denomination in Canada. It has a massive tower surmounted by graceful pinnacles, and a rich and tasteful interior. *Trinity* and *St. George's* (both Episcopal) are neat examples of the perpendicular Gothic style. *Knor's Church* (Presbyterian), in Queen St. near Yonge, is in the decorated Gothic style, with a fine tapered spire, enriched at the base with clusters of pinnacles, and pierced with traceried spire-lights.

In Church St., near the Cathedral of St. James, is the commodious building of the *College of Technology*, which besides the College contains the library (7,000 volumes) and reading-room of the Mechanics' Institute. The *Normal School*, the *Model Schools*, and the *Educational Museum*, are plain buildings in the Italian style, grouped so as to produce a picturesque effect, standing amid park-like grounds in Church St. The Museum contains some good paintings and casts, and a collection of curiosities. **Trinity College**, in Queen St. west, overlooking the bay, is a spacious and picturesque building, 250 ft. long, with numerous turrets and quaint gables. It is surrounded by extensive grounds. *Upper Canada College* is a plain red-brick building fronting on King St. near John. The *Provincial Lunatic Asylum* is a large and handsome building with 200 acres of ornamental grounds W. of the city. E. of the city (Don St. near Sumach) is the fine structure of the *General Hospital*. The *Crystal Palace*, in which are held annual exhibitions of the products of the Province, is an extensive building near the Lunatic Asylum. The *Loretto Abbey*, in Wellington Place, is the principal nunnery in the city. The *Toronto Necropolis* and the *St. James Cemetery*, both in the N. E. extremity of the city, are the leading cemeteries.

The drives in the vicinity of Toronto are not especially attractive, though one or two are pleasant enough, especially the one along the lake, on a fine day, when the water is covered with steam and sailing vessels of all kinds and sizes, from the Royal Mail-Steamers to the "shell" of the oarsman.

TABLE OF RAILWAY FARES

FROM NEW YORK TO THE LEADING CITIES AND PLACES OF INTEREST IN THE UNITED STATES AND CANADA.

 The Railroad named is that by which the traveler leaves New York.

NEW YORK TO	RAILROAD	Price of through-Tickets.
Albany, N. Y.	Hudson River R. R.	\$3 10
“ “	Steamer.	2 00
Atlanta, Ga.	Pennsylvania R. R.	27 50
Atlantic City, N. J.	New Jersey Southern R. R.	3 00
Augusta, Ga.	Pennsylvania R. R.	26 00
Baltimore, Md.	“ “	6 20
Boston, Mass.	New York & New Haven R. R.	6 00
“ “	Fall River Steamboats or “Stonington Line”	4 00
Buffalo, N. Y.	New York Central or Erie R. R.	9 25
Burlington, Iowa	“ “	29 25
Cape May, N. J.	Pennsylvania R. R.	4 50
Charleston, S. C.	“ “	25 00
Chattanooga, Tenn.	“ “	27 00
Chicago, Ill.	New York Central, Erie, Pennsylvania, or New Jersey Central R. R.	22 00
Cincinnati, Ohio.	Erie, Pennsylvania or New Jersey Central R. R.	20 00
Cleveland, “	Erie, New York Central or Pennsylvania R. R.	14 25
Colorado Springs, Col.	Pennsylvania, Erie, or New York Central R. R.	83 75
Columbus, Ohio.	“ or New Jersey Central R. R.	17 50
Delaware Water-Gap, Pa.	Morris & Essex R. R.	2 55
Denver, Col.	Pennsylvania, Erie, or New York Central R. R.	73 00
Detroit, Mich.	New York Central or Erie R. R.	16 25
Galveston, Texas.	Pennsylvania or Erie R. R.	55 25
Hartford, Conn.	New York & New Haven R. R.	3 00
Houston, Texas.	Pennsylvania or Erie R. R.	55 00
Indianapolis, Ind.	Erie, New York Central, Pennsylvania, or New Jersey Central R. R.	21 00
Jacksonville, Fla.	Pennsylvania R. R.	36 05
Kansas City, Mo.	Erie, Pennsylvania, or New York Central R. R.	38 00
Little Rock, Ark.	“ “ “ “ “ “	41 00
Long Branch, N. J.	New Jersey Southern (steamboat from Pier 8, North River)	1 00
Louisville, Ky.	Erie, Pennsylvania, or New Jersey Central R. R.	24 00
Lynchburg, Va.	Pennsylvania R. R.	15 00
Macon, Ga.	“ “	29 35
Madison, Wis.	New York Central, Erie, or Pennsylvania R. R.	26 60
Memphis, Tenn.	Pennsylvania or Erie R. R.	33 50
Milwaukee, Wis.	New York Central, Erie, Pennsylvania, or New Jersey Central R. R.	25 00
Mobile, Ala.	Pennsylvania or Erie R. R.	40 50
Montgomery, Ala.	“ “	36 00
Montreal, Can.	New York Central R. R.	12 00
Nashville, Tenn.	Pennsylvania or Erie R. R.	31 45
New Haven, Conn.	New York & New Haven R. R.	2 00
New Orleans, La.	Pennsylvania or Erie R. R.	42 50
Newport, R. I.	New York & New Haven R. R. (Fall River Steamers, \$3).	5 00
Niagara Falls	Erie or New York Central R. R.	9 25
Oil City, Pa.	Erie R. R.	12 30
Omaha, Neb.	New York Central, Erie, Pennsylvania, or New Jersey Central R. R.	38 00
Ottawa, Can.	New York Central R. R.	12 00
Philadelphia, Pa.	Pennsylvania R. R.	2 75
Pittsburg, Pa.	Pennsylvania or New Jersey Central R. R.	12 50

TABLE OF RAILWAY FARES.—(Continued.)

NEW YORK TO	VIA	Price of through-Tickets.
Portland, Me.....	New York & New Haven R. R. (<i>or</i> steamer to Fall River or Stonington).....	\$9 50
Providence, R. I.....	New York & New Haven R. R. (<i>or</i> steamer to Stonington, §3)	5 00
Quebec, Can.....	New York & New Haven R. R.	14 50
Richmond, Va.....	Pennsylvania R. R.	12 85
Rochester, N. Y.....	New York Central <i>or</i> Erie R. R.....	7 68
Sacramento, Cal.....	New York Central, Erie, Pennsylvania, <i>or</i> New Jersey Central R. R.....	138 00
St. Augustine, Fla.....	Pennsylvania R. R.....	40 75
St. Joseph, Mo.....	New York Central, Erie, <i>or</i> Pennsylvania R. R....	38 00
St. Louis, Mo.....	" " " "	27 00
St. Paul, Minn.....	" " " "	36 00
Salt Lake City, Utah....	" " " "	117 50
San Francisco, Cal.....	" " " "	138 00
Saratoga Springs, N. Y..	New York Central R. R....	4 65
Savannah, Ga.....	Pennsylvania R. R.....	28 30
Sharon Springs, N. Y....	New York Central R. R.....	5 15
Springfield, Ill.....	Pennsylvania <i>or</i> Erie R. R.....	26 50
Springfield, Mass.....	New York & New Haven R. R.....	3 75
Toledo, Ohio.....	Erie <i>or</i> Pennsylvania R. R.....	17 50
Toronto, Can.....	Erie <i>or</i> New York Central R. R.....	12 25
Trenton Falls, N. Y.....	New York Central R. R.....	5 72
Vicksburg, Miss.....	Pennsylvania <i>or</i> Erie R. R.....	41 00
Washington, D. C.....	Pennsylvania R. R....	7 50
Watkins Glen, N. Y.....	New York Central <i>or</i> Erie R. R.....	7 90
White Mountains, N. H..	New York & New Haven R. R. (<i>or</i> steamer route to Boston).....	11 25
White Sul. Springs, Va..	Pennsylvania R. R.....	18 05
Wilmington, N. C.....	" "	22 00
Yosemite Valley, Cal....	Pennsylvania, Erie, <i>or</i> New York Central R. R....	190 00

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"Yours very truly,

"THEODORE RITTER."

"EVERETT HOUSE,
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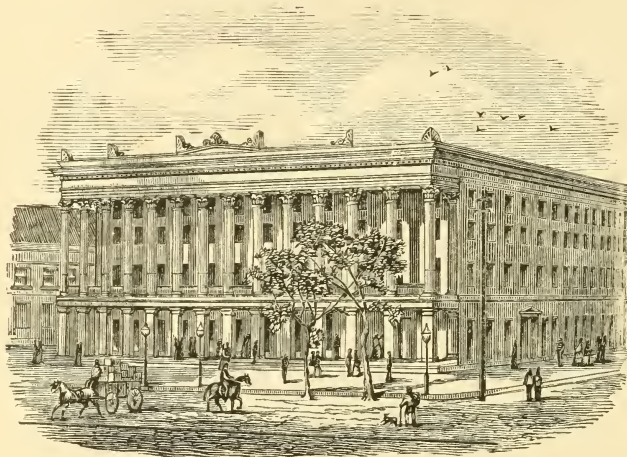
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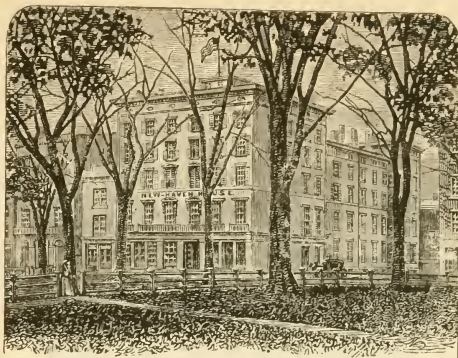
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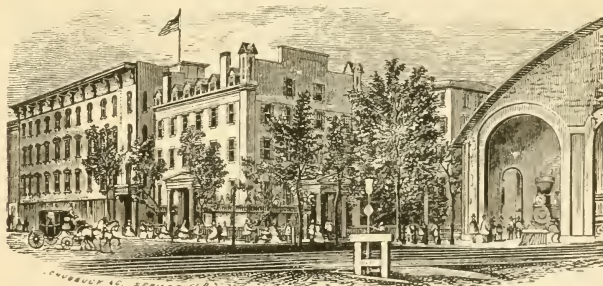


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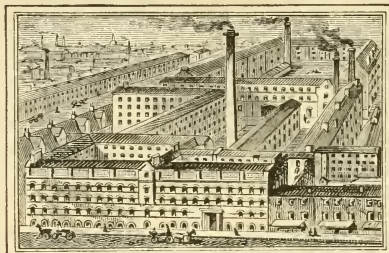
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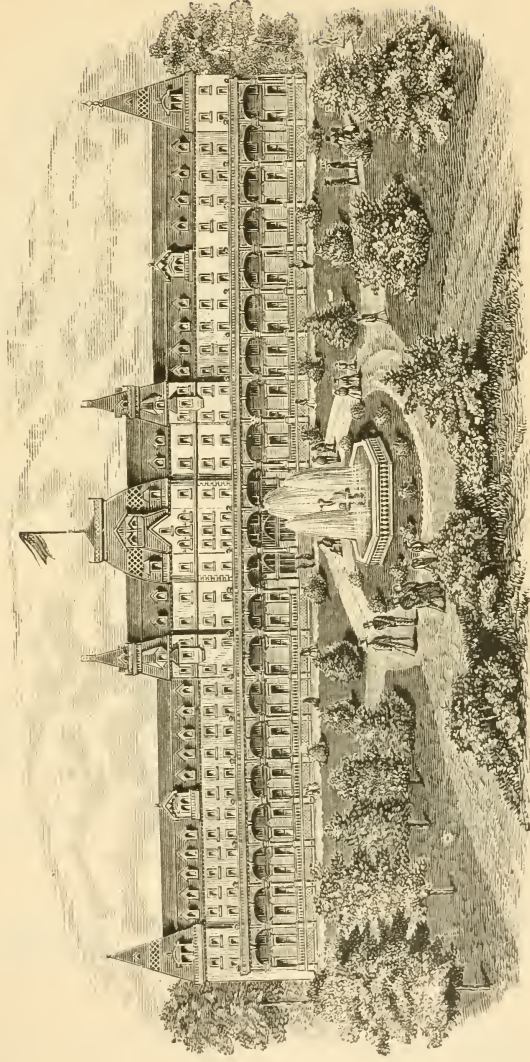
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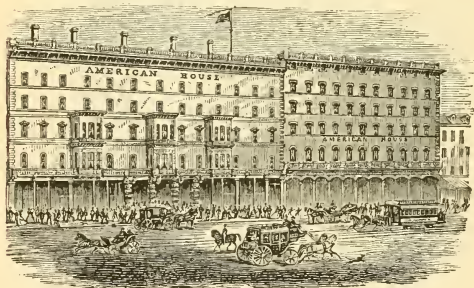
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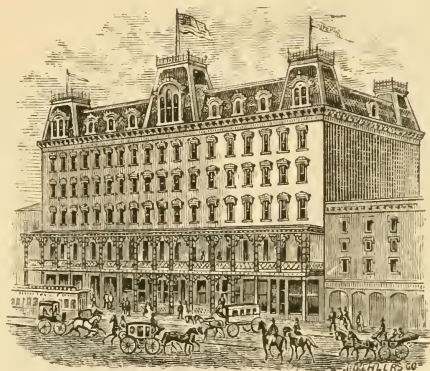
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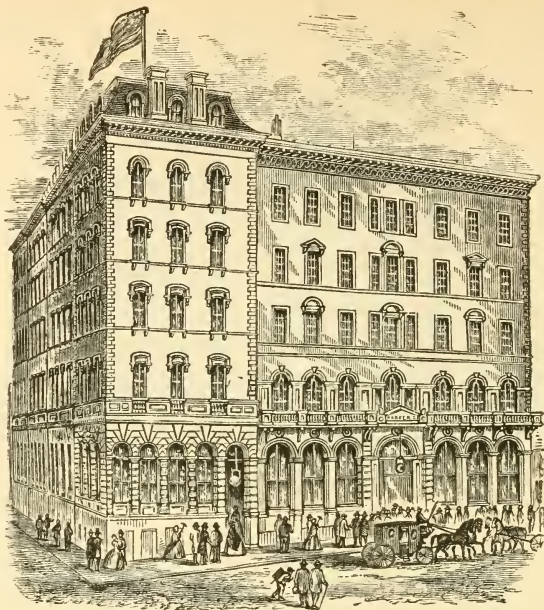
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IN our January number we alluded to the genuine enterprise of Dr. Dundas Dick, the gentleman who coats fluid medicines with a film of gelatine, so that they shall not offend the palate. Our remarks were merely by way of comment upon an article in the *N. Y. Reporter*. A Christian friend of ours, a druggist by profession, calls attention to our article and reminds us that, in our well-intentioned comments on Dr. Dick's business habits, we omitted one very essential point—his sterling honesty. Our friend thinks that, ordinarily, too much credit is given to energy and business activity, and too little to those weightier qualities which go to make up the substantial character—integrity and scrupulous fair-dealing. He says that the example to be placed before men is not that of success achieved by cunning, or by push, or by notoriety, but that of wealth accumulated or influence gained by righteousness—that is, by right-doing.

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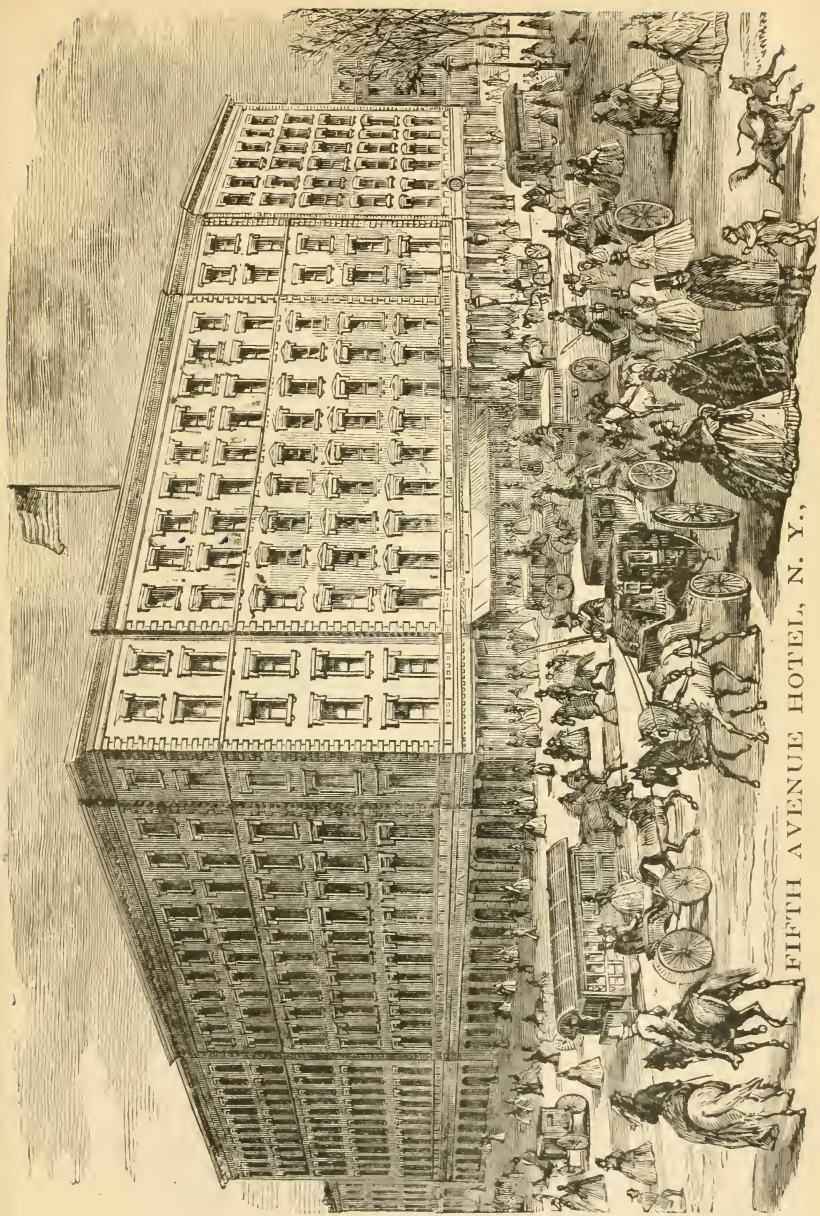
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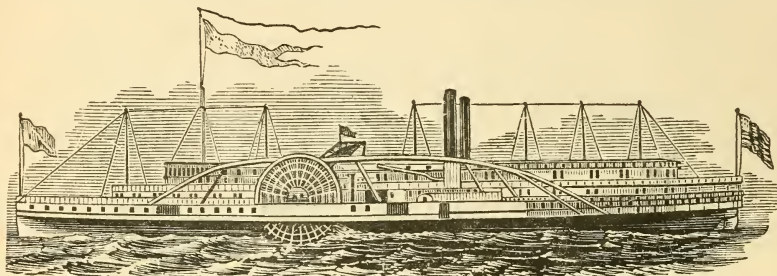
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NEWBURGH, WEST POINT, POUGHKEEPSIE, RONDOUT, AND KINGSTON,

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NORTH.	
Leave New York, Vestry St.....	3 30 P. M.
“ Cozzens's Hotel Dock.....	6 00 “
“ West Point.....	6 10 “
“ Cornwall.....	6 30 “
“ Newburgh.....	6 45 “
“ New Hamburg and Marlboro'.....	7 15 “
“ Milton.....	7 30 “
“ Poughkeepsie.....	7 45 “
Arriving at Rondout and Kingston....	8 30 “

SOUTH.	
Leave Rondout and Kingston.....	5 30 A. M.
“ Poughkeepsie.....	6 30 “
“ Milton.....	6 45 “
“ Marlboro' and New Hamburg.....	7 00 “
“ Newburgh.....	7 30 “
“ Cornwall.....	7 45 “
“ West Point.....	8 05 “
“ Cozzens's Hotel Dock.....	8 10 “
Arriving in New York.....	10 45 “

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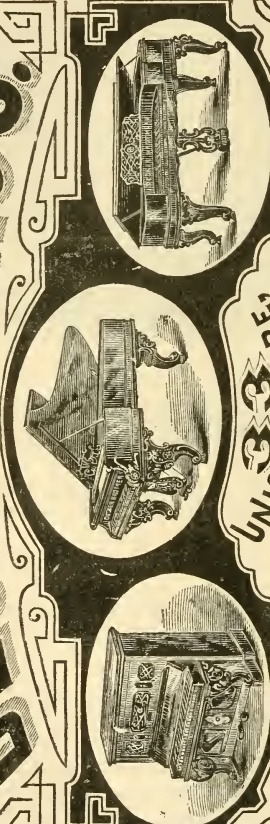
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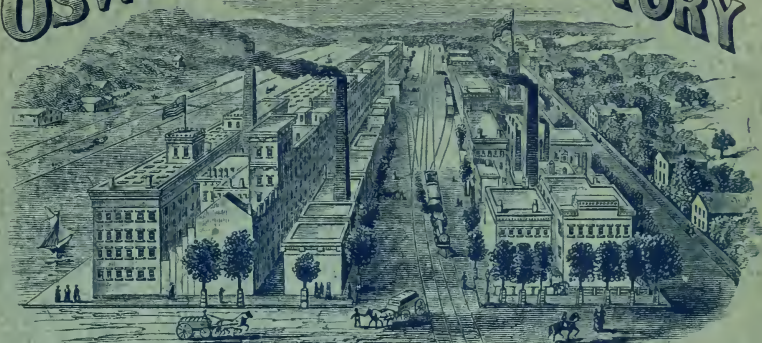
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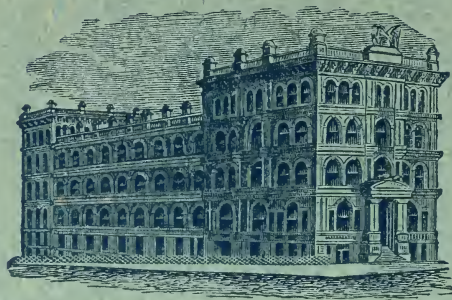
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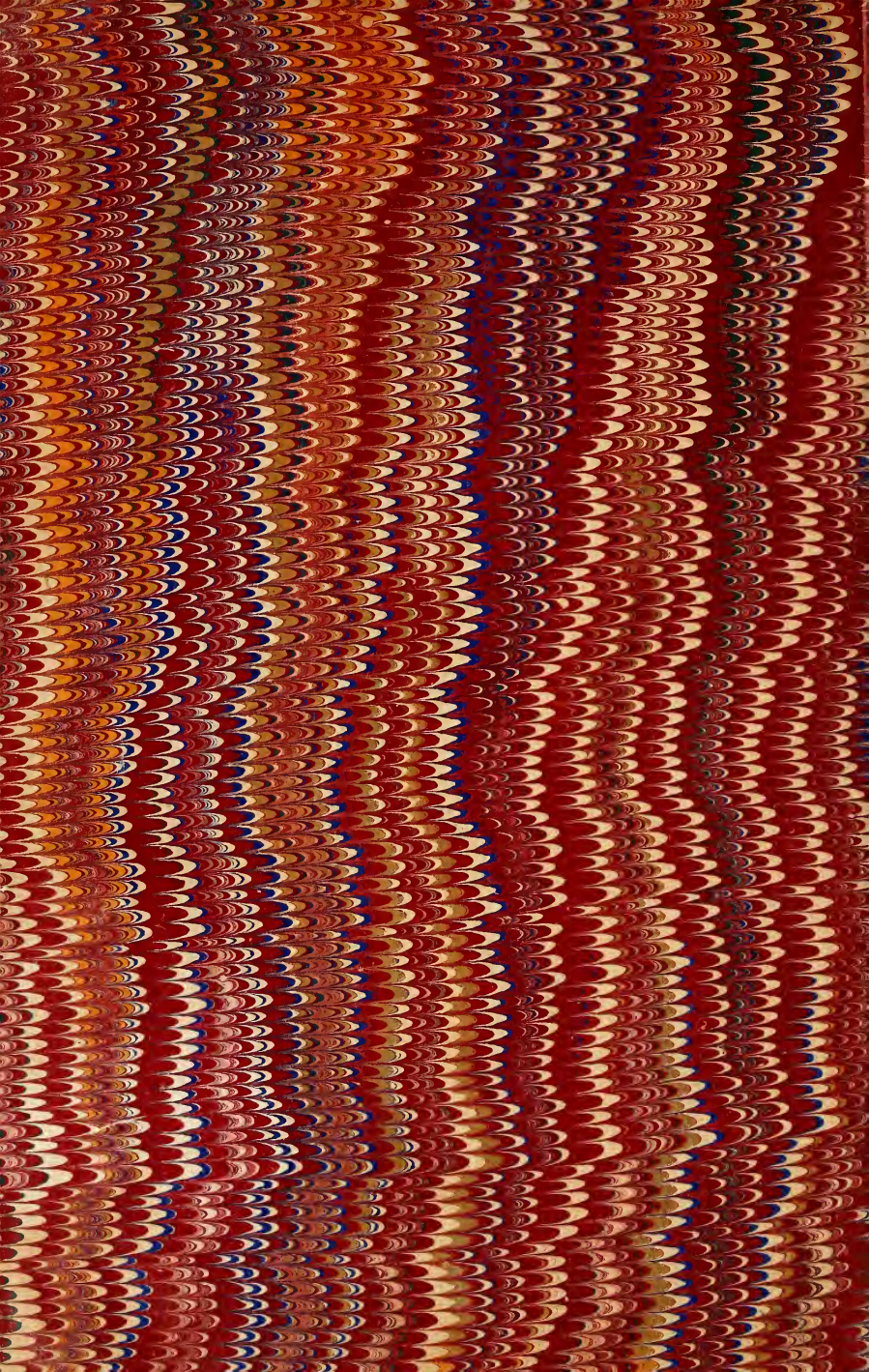
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